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PRINCIPAL CONTENTS.

Manhattan Beach Railroad.....	645
Warwick Valley Railroad.....	645
New York, Lake Erie and Western R. R. 647, 646	
Philadelphia and Reading Railroad.....	646
Baltimore and Potomac Railroad.....	646
Boston and New York Air Line Railroad.....	647
Right of Way for a Telegraph Line.....	647
Are Reissued Greenbacks Legal Tenders?.....	647
Important Experiments in Gunnery.....	647
South Side Railroad of Long Island.....	647
Railroad Earnings.....	648
Railroad Bond and Share Lists.....	549, 658
Public Debt of the United States.....	664
Financial and Commercial Affairs.....	665
New Insurance Law.....	667
James River Valley Railroad.....	667
National and State Securities.....	668
Imports of Dry Goods at New York.....	669
Mining.....	669
Lehigh and Wilkesbarre Coal Co.....	670
The Coal Trade.....	672

American Railroad Journal.

New York, Saturday, June 14, 1879.

Manhattan Beach Railroad.

New Yorkers owe a debt of gratitude to the enterprising capitalists who have redeemed the magnificent sea beach of Coney Island from the hovels and roughs that used to monopolize it, and converted it into as desirable a watering place as Saratoga or Long Branch.

The improvements on the beach itself are, beyond all compare, the handsomest that can be found at any watering place near the city of New York; but the facility of access and the high accommodation provided by the Manhattan Beach Railroad are what will be chiefly valued by the great mass of our citizens to whom the seabathing and the excursion on a well conducted and comfortable railroad are the primary objects of their day's recreation.

Under the able management of Mr. J. D. BARON, Sup't, the railroad is now prepared to meet the large demands on its resources which the summer tide of travel will surely bring.

The company have added fifteen new drawing room cars, three locomotives and twenty passenger cars, to their rolling stock; and every improvement has been introduced that can render the short trip between the Beach and the City agreeable to the excursionists.

Mr. D. C. CORBIN, the Manager of the road, is a member of the Corbin Banking Association, whose offices are in the new Boreel Building. His brother, Mr. Austin Corbin, has charge of the Hotel and other improvements on Manhattan Beach, which, with the Manhattan Beach Railroad, constitute the felicitous undertaking of which the Corbin Brothers were among the earliest and most energetic promoters.

It should be added that the Manhattan Beach Railroad has a double track, and travelers on it are thus secure from the chances of collision which render traveling on single track lines so fatal in the excursion season.

The grand opening for the season will take place on the 14th inst. Gilmore's famous band, and Levy the noted cornet player, both of whom have been engaged for the afternoon and evening concerts during the season, comprise the best musical talent in the country, and promise for the opening the "finest programme ever given at any concert in the United States."

Warwick Valley Railroad.

The Warwick (N. Y.) Advertiser says that rumors have been floating about for several weeks past looking to an extension of the Warwick Valley Railroad to the State line, and then adds:

By this extension of the Warwick Valley Railroad to the State line, and the construction of a link from that point to McAfee's, connecting with the Sussex Railroad, will be perfected an all rail route connecting the Hudson River with the Delaware—a project that has been talked about more or less, for the last twenty-five years. The route when completed will pass over the Newburgh Branch, Warwick Valley Railroad, Sussex Railroad, and Delaware, Lackawanna and Western; by the construction of an additional link of a few miles from Newton, to Blairstown, a connection will also be made with the Delaware, Lackawanna and Western near the Water Gap.

In connection with this fact, it is pertinent to mention that the Pennsylvania Legislature has recently chartered a company for the purpose of building a road from Portland, to Bangor, Pa.,

passing through the rich slate belt of that region, and that the money is now ready for its construction. When these three short links are completed, it will be apparent to all who are at all familiar with the matter, that this railroad connection will early assume great importance as a trunk line, uniting the coal fields with the upper Hudson, and Central New England. The New York and New England Railroad, (the old Boston, Hartford and Erie) has within a few weeks past put under contract about forty miles of its road, from Waterbury to Brewster, and will at an early day put under contract the remainder of its line from Brewster to Fishkill, thereby completing its road from the Hudson River to Boston. The New York and New England Railroad when completed, will pass through the most populous and extensive manufacturing business marts of New England. When this line is fully completed, it will be of great value as a railroad property, as it embraces within its borders all those elements of traffic that are most profitable in railroad transportation, viz: coal, iron ore, agricultural products, manufactures, and a population now very large, along its line, and by each census showing a steady and rapid increase.

We understand that a corp of engineers are now in the field locating the road from Warwick to the State line, with a view of putting the same under contract as soon as the plans and specifications can be completed. Articles of Association have been filed in the office of the Secretary of State at Trenton, incorporating the Wawayanda Railroad Company. The Board of Directors consist of John H. Brown, of Wawayanda; Henry B. Dekay, and David Hynard, of Vernon; William Simpson, of McAfee Valley; Thomas Burt, John Cowdrey, and Thomas Welling, of Warwick. The board has organized by the election of John H. Brown, President; William Simpson, Vice-President; John Cowdrey, Secretary; Thomas Welling, Treasurer. Maps of the proposed route have been placed on file in the office of the Secretary of State. Judging from the vigorous manner with which the projectors of the enterprise are pushing it, we may safely look forward to the early completion of the road. President Burt, of the Warwick Valley, is busily engaged in getting everything in order, and from his well known capacity as a railroad projector and manager, it is superfluous to say that this long hoped for consummation is committed to competent hands. We shall hail its completion as an auspicious event to the Warwick Valley, and shall look forward with pleasure to the day that will witness the union with iron bonds, Central New England with the coal fields of Pennsylvania, by the shortest route that can be built. It is safe to say that the commercial, agricultural, and manufacturing interests that will be promoted and developed by

the opening of this line, will vastly exceed the most sanguine expectations of its friends and projectors.

New York, Lake Erie and Western R. R.

From a private circular issued to the English bond and stockholders of the New York, Lake Erie and Western Railroad Company by the reconstruction trustees we learn that the bonded debt aggregates \$66,818,203 79, the preferred stock \$8,146,000, and the capital stock \$77,107,700—making a total of \$152,072,603 69. The amount required to pay interest on the bonded debt under the scheme amounts in the present year to \$2,050,084, in 1880 to \$3,987,878, and in 1884, when it reaches the maximum, \$4,314,884. The net receipts for the year ending 1878 amounted to \$5,100,000, and after deducting rentals and losses on some of the leased lines, came to within \$350,000 of meeting the whole bonded debt in full, as reached in 1884. This was earned from September, 1877, to September, 1878, the greater part of which was marked by great depression, and does not include the traffics which have ensued on the return of commercial prosperity to America. The working expenses during this period amount to 68 per cent of the gross earnings, having been reduced 6 per cent during the year—and this with the broad gauge all over the line. The circular goes on to say:

"The line has now been relieved from its great incubus of floating debt, and starts with a clean balance sheet against all competitors. The third track has been laid from Jersey City to Buffalo with steel rails, and owing to the new gauge can compete with the New York Central and Pennsylvania for the through Western and Southwestern traffic, from which, owing to the six feet gauge, it has been hitherto largely shut out.

"The opening of the Hoosac Tunnel, next month, will allow free access into Boston and the New England States, and will give great facilities for the development of the coal traffic as well as providing an inlet for passengers and goods which they did not possess before. The importance of this can only be realized when it is considered that half the whole traffic of the New York Central is derived from the New England States. In 1878, the traffics of the Erie Railway amounted to over \$20,000,000, and for the year ending 1878, according to Sir Edward Watkin's statement, at the meeting, to \$16,400,000; it may be fairly assumed, that for 1879-80, considering the advantages of the third rail and their access to the New England States, they will amount to \$18,000,000, and if the expenses are taken at 65 per cent, being only a reduction of 3 per cent, (the Pennsylvania and New York Central being worked at 57.59 per cent,) the net earnings will amount to \$6,300,000, which, after deducting the leases, &c., would not only pay the whole bonded debt and preferred shares in full, but show a sum available for the ordinary stock. If the railway earned over \$20,000,000 in 1878, there is no reason why it should not earn that again, and a good deal more, with the increased facilities it now possesses, and the revival of trade in America. The line has been impoverished by years of bad management under different administrations, and has never before been able to assert its true position as one of the great trunk lines of America. Until the success of the reorganization scheme, it has even been viewed with disfavor by all practical American railway men; it being well understood that it had never been worked before for the interest of the bond and shareholders, but simply as a medium of gambling in Wall street. This, however, we may hope, has now been changed, and since the reorganization, the shrewdest Americans have been large buyers of all classes of the securities of the company. Sir Edward Watkin stated

at the meeting that the committee here regarded with great favor the appointment to a seat on the board of Mr. James R. Keene—the well known Californian—owing to his business capabilities, and the enormous stake he was known to have in the company; and it augurs well for the future of the property that competent Americans should be now found willing and ready to co operate in preventing the past abuses from again occurring. Mr. Keene is a Director of several Western roads, of vital importance to the Erie through traffic, and his presence on the board of the latter company is a sure indication that the interests of that road will be carefully guarded. Looking at the well known ability of their Chairman as a railroad manager, every confidence may be reposed in the fact that at the next election of directors in November the board will be weeded out and reconstructed, so as to comprise nothing but practical and experienced men, whose whole interest will be to improve the value of the property."

(From the Philadelphia Ledger June 9.)

Philadelphia and Reading Railroad.

One of the most exciting incidents of the past week, as having relation to the anthracite coal trade, was the unexpected departure for Europe of Mr. Franklin B. Gowen, President of the Philadelphia and Reading Railroad Company. Railway and coal circles are alive with conjecture as to the cause of his abrupt departure. The reason given by Mr. Gowen himself, and by those who represent him here, is the old and common one on like occasions—rest and recreation—and probably true enough as far as it goes, but the general impression is that some purpose more especially pressing was the moving cause just now, when the wide range of his labors is known to be more than usually urgent. The recent leasing of the North Pennsylvania and Bound Brook Railroads and their several connections by the Reading Railroad Company, has brought to the officers of the last named company additional labors, which are especially pressing just now while the connections are being brought to a regular working system. Mr. Gowen, all say, is not the man to seek recreation at such a time. What is the purpose? all inquire. Some surmise that it is to look after the interest the Reading Railroad Company has in the Madeira and Mamore Railroad law case now pending before the British House of Lords and soon to be heard on appeal. The interest of the company in this suit is \$300,000, and may be deemed of sufficient importance to take him to the point of litigation. Others think the newly leased acquisitions of the company will require a large outlay of money for increased depot accommodations at Ninth and Green streets and at other points, and must be furnished quickly to give the newly acquired property its greatest value to the Reading Railroad Company. The payments of the July interest are large, and are near at hand. The floating debt of the company is also large, some six millions of dollars, and this amount connected with the proper needs of the company to perfect the contemplated through connections to New York, from which so much is hoped for the Reading Company, may, in the aggregate, be deemed of sufficient importance to warrant a personal visit of the President of the company abroad to perfect speedily some financial arrangement by which time may be gained to develop the many advantages the Reading Railroad Company is believed to have acquired through the leases of roads named. Some of these conjectures and surmises

in divining the purpose of Mr. Gowen's visit abroad at this time may have something of truth in them. But as yet, which, if any of them is true, no one is at present advised. The New York Tribune of Saturday, however, presents as a solution of the sudden departure abroad of the President of the Reading, something quite new and really startling, if true. The New York journal named reports a director of the Central Railroad of New Jersey as saying:

"Mr. Gowen's visit to Europe has an important bearing on the railroad and coal interests. His principal object is to influence the English security holders of his road to accept leases of the Central Railroad of New Jersey, the Bound Brook and the North Pennsylvania Roads. The leases of the latter two companies have been effected, and the leasing of the Central Railroad of New Jersey depends upon the action of foreign bondholders of the Philadelphia and Reading. Mr. Gowen met the managers of one road on Thursday, when he proposed that the Philadelphia and Reading should lease the New Jersey Central for ninety-nine years. He said the Philadelphia and Reading would guarantee the payment of a regular interest on the Central's securities."

"The terms were satisfactory to our directors," continued the speaker, "but we wanted a stronger and safer endorsement than that of Mr. Gowen, and as the securities of his road are largely held abroad, he goes to Europe to secure their approval of the execution of the leases. If he succeeds, as he expects he will, it will make him an important factor in the anthracite coal business, besides affording him a through line to New York in open competition with the Pennsylvania road. His road already carries about 8,000,000 tons of coal a year, and if it secures the New Jersey Central with its 3,000,000 tons, Mr. Gowen will control about 50 per cent of the anthracite coal business."

This story told by the Tribune and his New Jersey director, is a little hefty, but in these days of strange things we will not venture further than to say we had not previously heard of it here. We will simply state, however, that the Central Railroad of New Jersey is now, and for more than a year has been in the hands of a Receiver. This, in these times, may, however, form no obstacle.

Baltimore and Potomac Railroad.

At the annual meeting of the stockholders of the Baltimore and Potomac Railroad Company, held in Baltimore on the 4th inst., the annual report of the president was read, which shows that the gross earnings from all sources were \$639,076 54, of which the Washington line and tunnel earned \$600,214 25, and the Pope's Creek line \$38,862 29, showing a decrease of gross earnings of \$7,246 24, of which \$5,585 57 were on the Washington line, and \$1,660 67 on the Pope's Creek line. The total expenses were \$546,186 28, of which the Washington line were \$476,141 53, and the Pope's Creek line \$70,044 75, showing a decrease on the Washington line of \$10,869 10, and an increase on the Pope's Creek line of \$22,521 17, making a total increase of \$11,652 07, and a consequent decrease in net earnings of \$18,898 31. The increased expenses on the Pope's Creek line were occasioned by track repairs, construction of a pier 765 feet long at the creek, increase of agencies and of motive power. The report is for the year 1878, it being impossible to make up the May returns for the annual meeting so early in June. It is stated, however, that the earnings for the first four months of 1879 are largely in excess of those of the corresponding months of last year. The expenses of the Pope's Creek line were in excess of the receipts, but it has been a profitable feeder

to the Washington line from Bowie to both Baltimore and Washington in passengers, and to Baltimore in freight. The cost of movement per passenger per mile on the Washington line was 2.824 cents, and on the Pope's Creek line 6.812 cents; the average cost 2.988 cents, a decrease of 0.210 per passenger per mile as compared with 1877. The cost of movement per ton of freight on the Washington line was 2.416 cents, and on the Pope's Creek line 7.615 cents; the average cost 2.807 cents, a decrease of 0.048 cents per ton per mile as compared with 1877. For full details the stockholders are referred to the reports of the superintendent, and the president and directors express the belief that the road never was in as good condition. The operations of the road during the year were free from serious accident or detention to trains, for which great credit is given the officers and employees of the transportation department. The report was adopted, and the following directors elected: A. J. Cassatt, Geo. B. Roberts, George Small, B. F. Newcomer, William T. Walters, Dr. E. J. Henkle and Samuel Cox. The board elected the following officers: Oden Bowie, president; A. J. Cassatt, vice president; John Urowe, secretary; John S. Leib, treasurer.

Boston and New York Air Line Railroad.

From the report of this company for the year ending May 1, 1879, we learn that the gross earnings during that time amounted to \$267,644 46, and the operating expenses for the same period were \$178,870 12. The amount expended in improvements during the year ending May 1, 1879, was \$23,905 07. Three hundred tons of new steel rails have been laid on the road, and provision has been made for laying 500 tons more during the coming summer and fall. The report explains the general features of the pooling contract for ninety-nine years between the Air line and the New York, New Haven and Hartford Railroad. In presenting it for ratification by the stockholders President Anderson says that in the opinion of the Board of Directors the agreement will enable their company to earn and declare dividends on their preferred stock at the rate of at least four per cent per annum, and that if the volume of the business done by the New York and New Haven Railroad shall again attain the proportions of the business done by that company only a few years since a larger dividend may be confidently anticipated.

The stockholders subsequently ratified the contract and re-elected all the old directors and officers, with one exception—Mr. S. G. Baldwin taking the place of Mr. Isaac Anderson as a director.

Right of Way for a Telegraph Line.

The petition of the Central Union Telegraph Co. for the appointment of commissioners to condemn right of way over the line of the New York City and Northern Railroad, extending from High Bridge to Brewster's Station, which was argued on the 4th inst. before S. R. Clifford, county judge of Westchester Co., was dismissed for the reason, among others, that it failed to point out specifically the lands of the railroad company which the telegraph company wished to occupy with its polls. Mr. Grosvenor P. Lowrey, counsel for the railroad company, said that this was the first instance within his knowledge in which a telegraph company, had, in this State, sought to condemn a right of way, and that, in his opinion, there was no statute of this State which would enable them to take lands already appropriated to another public use. He informed the court that the Western Union Telegraph Company had made a contract to set up a first class line along this railroad, and to give to the company valuable facilities which, he contended, could not be rendered by the Central Union or any other telegraph company than the Western Union, and which facilities, together

with the fact that the line would, if made a part of Western Union system, have connection with all other parts of the country, were a sufficient consideration, in his opinion, for the railroad company to give it an exclusive right of way upon its roads for all telegraph purposes. He asserted that similar contracts had been upheld wherever brought under consideration in the courts, as had been done in several Western States.

Are reissued Greenbacks Legal Tender?

It may be remembered that in May, 1878, Congress passed an act "forbidding the further retirement of U. S. Legal Tender Notes." This law, in effect, neutralized the Resumption Act to the extent of thirty million dollars, permitting the reissue of Greenbacks to that amount which would otherwise have been held inoperative in the Treasury, if not cancelled. The unconstitutionality of a greenback issue at all in a time of peace was decided in the affirmative by Chief Justice Chase, and although this decision was subsequently overruled, it left the question sufficiently undecided as to render it a matter of argument whether Secretary Sherman's action in reissuing notes to the extent of \$30,000,000, that had come to his hands for cancellation, was not equivalent to a new issue for which neither the act of May, 1878, nor any previous law, gave authorization.

A case to test this question had just been decided by Judge Blatchford in a sense sustaining its legality, and the suit possesses additional interest as arising out of a genuine commercial transaction.

The defendant, Mr. Thos. S. Greenman, a merchant of Connecticut, bought cotton to the value of \$5,122 90, from the plaintiff, Mr. A. D. Juillard of this city, on which, after payment of \$22 90, a balance of \$5,100 remained due. In settlement of this balance the defendant offered the plaintiff a Legal Tender Note for \$5,000 and another for \$100, these notes being a reissue by the Treasury after their redemption since January 1st under the Resumption Act. The plaintiff declined to receive them as not being lawful money, and in the suit which has ensued Judge Blatchford dismisses the complaint and the case will be appealed to the U. S. Supreme Court in the October term.

Important Experiments in Gunnery.

The programme of the important experiments which are to be carried out on Krupp's range at Meppen in July next, in the presence of specially invited representatives of every European Government, has been just published. The new 40-centimetre gun, weighing over 70 tons, and which is the heaviest and most powerful piece of ordnance as yet ever constructed on a breech-loading system, is to be fired for the first time in public. Ten rounds are to be fired from it at a target 2,500 metres distant, in order to test the accuracy of the piece and determine the initial velocity of its projectile and the pressure on various parts of the bore.

After this some armour piercing experiments will be carried out with steel projectiles weighing 1150 pounds, fired from the 35½-centimetre gun against plates of wrought iron.

On the second day the firing which will probably be watched with most interest will take place, the object being to test the rapidity with which Krupp's newly-designed armored gun can be laid

for objects at different distances, and also to ascertain the accuracy of its fire under such circumstances.

The gun to be experimented with is a 15½-centimetre piece, and should the trials prove successful it may be expected that the principle embodied in this armored gun will be largely applied in the immediate future.

Some long range firing at targets 10,000 metres (or 6½ miles) distant will also be carried on with a 10½-centimetre siege gun, a new revolver cannon will be tried at various ranges, a number of rounds will be fired from a rifled mortar to test the value of vertical fire, and, finally, some experiments will be made with newly designed steel shrapnel.

South Side Railroad of Long Island.

In pursuance of an order of the Supreme Court, the Referee, Edward D. Cowman, sold on the 3d inst. at the Town Hall, in the Village of Jamaica, the South Side Railroad of Long Island, together with its appurtenances. The road was sold subject to a mortgage of \$750,000 made by the South Side Railroad Company to David R. Floyd-Jones and Tredwell Kelchum, dated March 1, 1867, to secure the payment of bonds. The road was purchased by James P. Wallace as Trustee under the mortgage in the interest of the second mortgage bondholders. The second mortgage bonds amount to \$1,500,000, with accrued interest of over \$1,000,000. A new company will now be organized, and the road sold or re-leased to the Long Island Railroad Company who are now running it. The interest on the first mortgage bonds has been paid regularly.

New York, Lake Erie and Western R. R.

The following is a comparative statement of earnings and working expenses of the New York, Lake Erie and Western R. R. for the month of March, 1878 and 1879.

	1878.	1879.
Gross earnings....	\$1,147,207 93	\$1,356,779 90
Working expenses...	825,369 47	945,005 52

Net earnings... \$321,838 46 \$411,774 38—showing an increase in net earnings for the month of \$89,935 92. The net earnings for the first six months of the present financial year, compared with those of the same period last year, show a decrease of \$343,268 49.

At the annual meeting of the stockholders of the Chicago, Milwaukee and St. Paul Railway Company, held in Milwaukee on the 7th inst., Alexander Mitchell, John Plankinton, S. S. Merrill, of Milwaukee; Julius Wadsworth, Jeremiah Milbanks, Abraham Van Ness, David Dows, John M. Burke, Peter Geddis, Hugh T. Dickey, James Stillman, of New York; Selah Chamberlain, of Cleveland, Ohio, and Jason C. Easton, of Minnesota, were elected Directors. The board subsequently chose Alexander Mitchell President, and Julius Wadsworth Vice President. A committee was appointed to examine into and report upon the feasibility of building a new and extensive union depot in Milwaukee.

The extension of the Montreal, Portland and Boston Railroad to Longueuil was commenced on the 7th inst. The distance to be completed is four miles, and the cost is estimated at \$60,000. It is proposed to use a ferry in crossing the river instead of Victoria bridge.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876.....	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,589
1877.....	134,564	136,350	169,130	200,681	189,915	185,731	187,142	255,572	281,414	342,832	335,678	246,778	2,679,108
1878.....	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,163	420,521	446,529	438,583	340,932	3,950,968
1879.....	315,985	382,989	532,000	556,000	600,000	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877.....	73,964	68,094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,633	138,985	139,554	1,249,880
1878.....	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,507
1879.....	117,362	97,277	111,924	100,132	116,950	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1876.....	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877.....	1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,806,382	1,855,774	1,354,882	17,050,976
1878.....	1,110,988	980,529	1,225,592	1,529,254	1,590,889	1,460,000	1,517,000	1,706,000	1,831,000	1,834,000	1,543,000	1,438,000	17,752,363
1879.....	1,020,758	1,070,759	1,320,846	1,344,746	1,541,000	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1876.....	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1877.....	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1878.....	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445,597	391,616	316,799	4,464,343
1879.....	301,073	300,187	357,297	335,999	349,883	359,467	433,473	563,379	443,525	486,921	399,378	340,477	4,671,519
1879.....	341,075	312,311	344,375	339,118	410,446	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1876.....	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877.....	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878.....	1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	.....	.....	.....	1,315,796	1,566,858	1,236,412	1,114,555	14,588,653
1879.....	1,044,230	895,000	1,101,100	1,130,475	1,434,960	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1877.....	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878.....	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113,503
1879.....	1,105,098	882,377	1,071,738	1,018,755	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876.....	527,546	517,112	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1877.....	375,554	403,852	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878.....	705,865	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,723	809,213	716,512	8,451,768
1879.....	592,000	476,000	633,000	678,000	857,000	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1876.....	296,258	329,321	299,675	297,526	315,950	320,783	263,177	335,895	367,601	333,298	282,631	234,343	3,676,458
1877.....	229,388	282,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878.....	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
Denver and Rio Grande:													
1877.....	43,270	40,182	49,944	51,400	68,052	57,502	74,276	84,572	78,737	83,157	80,083	.....	.....
1878.....	60,015	55,065	64,300	80,927	87,005	90,350	121,574	120,651	112,650	122,863	117,804	.....	.....
Hannibal & St. Joseph:													
1877.....	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878.....	135,044	124,096	160,365	138,461	136,658	.....	.....	.....	.....	.....	.....	.....	.....
1879.....	135,423	134,668	190,134	158,578	131,777	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1876.....	591,031	481,681	595,519	610,459	604,881	602,505	715,999	613,446	718,101	816,508	773,092	679,434	7,802,556
1877.....	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1878.....	460,656	459,123	477,102	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1879.....	624,659	511,366	536,409	533,838	608,527	552,706	568,031	675,889	630,386	654,840	625,201	589,312	7,111,000
1879.....	551,154	475,243	540,888	502,127	560,759	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1877.....	180,240	181,094	230,284	258,198	250,507	253,652	274,362	304,842	346,661	395,361	364,188	258,107	3,294,549
1878.....	189,456	172,995	275,282	279,468	271,491	223,523	291,634	390,993	403,307	448,514	391,421	260,450	3,729,606
1879.....	199,742	246,245	340,920	356,482	380,009	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1876.....	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
1877.....	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,192,314	1,051,777	13,949,177
1878.....	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13,505,159
1879.....	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
Mo., Kan. & Texas:													
1877.....	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878.....	217,029	181,118	236,546	206,756	206,757	207,514	219,926	294,835	330,235	349,596	288,459	242,568	2,981,679
1879.....	194,454	194,856	224,559	189,218	217,833	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1877.....	1,052,713	1,039,300	3,262,727	1,280,980	1,234,095	1,232,163	1,041,305	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878.....	1,304,018	1,121,412	1,147,208	1,127,079	1,172,961	1,258,990	1,157,670	1,445,929	1,338,272	1,473,532	1,381,391	1,205,755	15,134,216
1879.....	1,147,173	1,207,391	1,356,780	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1876.....	619,631	553,201	696,430	1,323,978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877.....	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,298	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878.....	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879.....	900,462	825,154	889,569	989,034	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1877.....	377,203	352,407	350,778	287,903	289,686	274,164	277,320	374,165	421,605	510,812	453,075	526,304	4,500,422
1878.....	375,521	341,318	344,198	283,101	270,329	253,600	290,200	359,100	416,800	577,200	533,700	472,110	4,518,236
1879.....	334,029	339,950	352,580	314,210	303,228	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Kans. C. & North'n:													
1876.....	246,099	282,879	271,230	236,237	236,082	229,338	218,479	255,838	233,990	328,124	282,511	264,059	3,143,866
1877.....	240,316	232,761	277,943	264,020	227,178	171,856	193,928	302,026	321,180	347,940	312,338	268,685	3,150,477
1878.....	264,289	234,661	299,825	248,522	258,132	205,733	237,629	309,103	321,362	347,172	312,592	279,905	3,317,816
1879.....	256,519	265,828	320,188	255,484	299,770	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876.....	99,208	112,261	102,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	98,065	1

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold).....	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	91-'92	118
Receiver's Bonds.....	1,200,000	7	.....	"	.....	....	Loan of 1875.....	2,000,000	6	Jan. & July.	"	1895	109
Alabama and Georgia:							Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.).....	400,000	6	Jan. & July.	Boston.	1884	99
Alabama Central:							1st Mortgage (Equalization).....	300,000	7	"	"	1889	....
1st Mortgage.....	1,800,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation).....	252,000	7	"	"	1890	....
Albany and Susquehanna:							Equipment Mortgage.....	570,000	8	Apr. and Oct.	"	1881	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	114	Boston, Concord and Montreal:						
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	106	Sinking Fund Mortgage.....	624,000	6	Jan. and July.	Boston.	1889	92
3d Mortgage.....	235,000	7	May & Nov.	"	1881	....	1,224,000	7	Apr. and Oct.	Boston.	1893	104	
Albany Loan.....	838,800	6	"	"	1895	....	Consol. Mortgage for \$2,000,000.	357,200	6	"	"	1903	....
Cohsol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	"	1906	102	Boston, Hartford and Erie:						
Alexandria and Fredericksburg:							1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage (Berdell).....	15,000,000	7	Jan. and July.	New York.	1900	37
Allegheny Valley:							1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	82
General Mortgage.....	3,967,000	7.3	Jan. & July.	New York.	1896	112	Mass. L. (sec'd by \$4,000,000 Ber.)	3,600,000	7*	"	Boston.	1899	....
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	1900	160	Boston and Lowell:						
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	160	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	101
Funding Income (traffic guar.)	5,408,900	7	"	Pittsburg.	1894	35	Bonds of 1872 for \$1,000,000.....	999,500	7	"	"	1892	113
American Central:							Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1895	115
1st Mort., guar. by C. R. & Q.	1,888,000	7	Jan. & July.	New York.	1878	100	Bonds of 1876.....	425,000	6	Jan. and July.	"	1890	108
Andrews & Co.:							Boston and Maine:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Bonds of 1893 (coup. and reg.).....	3,200,500	7	Jan. and July.	Boston.	'93-'94	117
Arkansas Central (narrow gauge):							Boston and New York Air Line:						
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Ama.	1891	....	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	102
Ashtabula, Youngstown & Pitts:							Boston and Providence:						
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....	Bonds to purchase P. W. & B. R. D.	500,000	7	Jan. and July.	Boston.	1893	115
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	Brunswick and Albany:						
Atchison and Nebraska:							1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1898	....	2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	....
Atchison, Topeka and Santa Fe:							Buffalo, Bradford and Pittsburg:						
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	114	General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
Land Grant Mortgage (gold).....	3,368,000	7*	April & Oct.	Boston.	1900	118	Buffalo, Corry and Pittsburg:						
1st Mort. (Wichita Br.) traf. guar.	412,000	7*	Jan. & July.	"	1902	....	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
Pottawatomie Land Grant.....	439,900	7	May & Nov.	N. Y. or Bos.	1879	....	Buffalo and Erie:						
Consol. Second Mort. (gold).....	3,385,000	7*	April & Oct.	"	1903	115	Mort. bonds (ass'd by LS & MS)	200,000	7	Jan. and July.	New York.	1882	....
Land Income bonds.....	480,500	12	Jan. & July.	Boston.	....	....	Mort. bonds (" ")	300,000	7	March & Sept.	"	1886	....
Atlanta and Charlotte Air Line:							Mort. bonds (" ")	2,844,000	7	Apr. and Oct.	"	1898	115
1st Mortgage (registered).....	4,250,000	7	Jan. & July.	New York.	1907	....	Buffalo and Jamestown:						
Atlantic and Great Western:							Mortgage.....	1,000,000	6*	.....	New York.	1902	....
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N. Y. or Lond.	1902	....	Buffalo, New York and Erie:						
2d Mortgage (gold).....	10,173,679	7*	March & Sept.	"	1902	....	1st Mortgage Renewal Bonds.....	2,380,000	7	June & Dec.	New York.	1916	116
3d Mortgage (gold) Income.....	28,788,000	7*	May & Nov.	"	1902	....	Buffalo, New York & Phila.:						
Atlantic and Gulf:							1st Mortgage.....	2,296,000	6*	Jan. & July.	New York.	1896	98
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	98	2d Mortgage for \$1,500,000.....	281,500	10	"	"	1893	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	Burlington, Cedar Rapids & Nor.						
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	1st Mortgage.....	6,500,000	5	June & Dec.	New York.	1906	79
Atlantic and Lake Erie:							1st Mort. (Minn. & St. Louis).....	160,000	7*	Jan. & July.	"	1911	....
1st Mort. (gold) for \$5,000,000.....	.....	7*	Jan. & July.	New York.	1901	....	Rutland and Missouri River:						
Atlantic, Miss. and Ohio (423 m.):							Land and R. R. Mortgage.....	4,638,250	7	April & Oct.	N. Y. & Bos.	1893	119
1st Mortgage for \$15,000,000.....	5,470,000	7*	April & Oct.	New York.	1901	....	Stock (common) Bonds.....	265,500	8	April & Oct.	N. Y. & Bos.	1879	104
2d Mort. to State (no int. till '90)	4,000,000	.....	.....	"	....	....	Stock (common) Bonds.....	279,000	8	Jan. & July.	"	1894	106
Atlantic and Pacific:							Stock (common) Bonds.....	370,500	8	"	"	1889	....
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	....	Burlington and Mo. Riv. in Neb.:						
2d Mortgage for \$3,000,000 (gold)	2,016,500	6*	May & Nov.	"	1891	....	1st Mortgage convertible.....	5,627,000	8	Jan. & July.	N. Y. & Bos.	1894	117
1st Mort. (So. Pac. R.R. assumed)	7,188,500	6*	Jan. & July.	"	1885	61	Bonds convertible until 1892.....	600,000	8	"	Boston.	1883	120
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	"	1891	....	Consolidated Mortgage.....	.....	6	.....	Boston.	....	....
1st Mort. (Central Div.) L. G.....	794,000	6*	.....	"	1901	....	Burlington and Southwestern:						
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	13
Income Bonds (for funding).....	529,600	6*	"	"	1883	....	Cairo and Fulton (Arkansas):						
Land Debentures.....	600,000	10	J. A. J. & O.	"	1884	....	1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	100
Atlantic and St. Lawrence:							Cairo and St. Louis (3 ft. gauge):						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
2d Mortgage (sterling) of 1864.....	1,500,000	6*	April & Oct.	"	1884	....	Cairo and Vincennes:						
3d Mortgage (sterling) of 1871.....	713,000	6*	May & Nov.	"	1891	....	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
Portland City Bonds, 1st M., S. F.	787,000	6	"	Portland.	1886	....	2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1898	....
Bald Eagle Valley:							California Pacific:						
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage.....	100,000	7	"	"	1884	....	Extension, or 2d Mortgage.....	3,500,000	7*	"	"	1888	....
Baltimore and Ohio:							2d Income, or double track b'ds	1,600,000	6*	Jan. & July.	.....	1891	....
Loan of 1850-'80.....	579,500	6	Jan. & July.	Baltimore.	1880	103	Camden and Amboy:						
Loan of 1853-'55.....	1,710,000	6	April & Oct.	"	1885	108	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	105
Loan of 1855-'90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	105
Loan of 1870-'96 (stk.) skg fund.	3,278,956	6*	March & Sept.	London.	1895	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	112
Loan of 1872-1902 (stk.) S. F.....	9,029,852	6*	"	"	1902	....	Sterling Loan, S. F. (£232,000).	1,286,030	6*	Feb. & Aug.	London.	1880	....
Loan of 1874-1910 (stk.) S. F.....	9,444,500	6*	May & Nov.	"	1910	....	Camden and Atlantic:						
Baltimore and Potomac:							1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1888	116
1st Mort. (Tunnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	2d Mortgage.....	500,000	7	April & Oct.	"	1879	102
1st Mortgage (R. R.) gold guar.....	3,000,000	6*	April & Oct.	"	1911	....	Camden and Burlington County:						
Bangor and Piscataquis:							Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	103
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	Canada Southern:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	1st Mort. (skg fd) d for \$9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	84
Bay City and East Saginaw:							Cape May and Millville:						
1st Mort. guar. by F. & P. Mrq. Co.													

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price
			When.	Where.						When.	Where.		
Oedar Rapids & Mo.Riv.(C&NW):	\$						Chicago, Iowa and Nebraska:	\$					
1st Mortgage, 1st Div. \$10,000p.m.	678,000	7	Feb. & Aug.	New York.	1891	119	2d Mort. (now 1st) guar.C&NW	568,200	7	Jan. & July.	Boston.	1880	102
1st Mortgage 2d Div. \$10,000p.m.	582,000	7	"	"	1894	109	3d Mort. (now 2d) guar.C&NW	211,500	7	Feb. & Aug.	New York.	1892	109
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7	May & Nov.	"	1916	112	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular.)	1,800,000	7	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. (Atch. & Pike's Peak).	1,000,000	6	May & Nov.	New York.	1895	....	1st Mort. 2d series (")	2,000,000	7	"	"	1900	....
2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	"	1896	....	1st M. (Port Huron & L. Mich.)	1,800,000	7	"	New York.	1899	....
Central of Georgia:							2d Mortgage (Peninsular.)	540,000	7	Feb. and Aug.	"	1881	....
General Mort. for \$5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....	Consolidated Mortgage.....	12,000,000	6	"	"	1905	....
Macon & West.(Atlanta D.) b'ds	117,000	7	April & Oct.	Savannah.	1880	....	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	118
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7	Jan. & July.	New York.	1899	32	Chicago and Mich. Lake Shore:						
2d Mortgage, gold, \$4,000 p. m..	925,000	7	April & Oct.	"	1901	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
Central of L. I. (Flush., N.C. & C.)							1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	160
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
Central of New Jersey:							1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	103	Chicago, Milwaukee and St. Paul:						
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	"	1890	117	1st Mort. (La Crosse Division.)	6,600,000	7	Jan. & July.	New York.	1893	113
Newark Branch Bonds.....	900,000	7	Jan. & July.	"	1887	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1903	113
Loan of Loh. C. & Nav. Co. (san'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (Iowa & Dakota Ext.)	1,000,000	7	"	"	1908	106
Consol. Mort. for \$25,000,000....	15,000,000	7	"	New York.	1899	106	1st Mort. (Iowa and Minn. Div.)	3,510,000	7	Jan. & July.	"	1897	111
Central Ohio (B. and O.)							1st Mort. (Minnesota Central.)	190,000	7	"	"	1894	....
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	107	1st Mort. (St. Paul Division.)	4,000,000	7	"	"	1902	111
Central Pacific of California:							1st Mort. (Iowa and Dak. Div.)	591,000	7	"	"	1899	103
1st Mort., 30 years bonds, (gold).	25,883,000	6	Jan. & July.	New York.	'95-'98	112	1st Mort. (Prairie duChien Div.)	3,674,000	8	Feb. & Ang.	"	1898	127
Convertible 20 years bonds, gold	1,483,000	7	"	"	1883	103	2d Mort. (")	1,815,000	7.3	"	"	1898	110
State Aid B'ds.(Int. by State) gold	1,500,000	7	"	Sacramento.	1884	105	1st Mort. (Hast. and Dak. Div.)	172,000	7	Jan. & July.	"	1902	103
2d Mort. (Government Subsidy)	27,585,680	6	"	U.S.Treasury.	'95-'99	....	1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	"	1891	....
1st Mort. (Western Pacific) gold	2,735,000	6	"	New York.	1899	107	2d Mortgage.....	600,000	7	April & Oct.	"	1884	100
1st Mort. (Calif. & Oregon) gold	8,000,000	6	"	"	'88-'92	103	Equipment and Bridges Bonds...	.....	10	June & Dec.	"	1883	....
1st Mort. (S. Fr., Okla. & Ala.)	500,000	6	"	"	1890	....	Consol. Mort. for \$35,000,000....	7,304,000	7	Jan. & July.	"	1905	108
1st Mort. (San Joaquin V.D.) gold	6,030,000	6	April & Oct.	"	1900	102	Chicago and Northwestern:						
Land bonds (Gen. Pac. Co.) gold	8,704,000	6	"	"	1890	103	Preferred sinking fund (193 m.)	1,214,100	7	Feb. & Aug.	New York.	1885	111
Central Vermont:							General 1st Mortgage (193 m.) ..	3,477,800	7	"	"	1885	111
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	91	Funded coupons (193 m.).....	708,000	7	May & Nov.	"	1883	109
2d Mort., Consol. (")	1,500,000	7	June & Dec.	"	1891	2	Appleton Ext. (23 m. & 76,000 ac.)	116,000	7	Feb. & Aug.	"	1885	108
1st Mort. (Stan., Sheff. and Oh.)	500,000	7	Jan. & July.	"	1887	25	Green Bay Ext. (26m & 76,000 a.)	255,000	7	"	"	1885	108
Income and Extension Bonds...	1,008,600	8	May & Nov.	"	1902	23	1st Mort. (Gal. & Chi. U.) 248 m.	1,690,000	7	"	"	1882	....
Equipment Mort. (Vt. Central)	1,000,000	8	"	"	'76-'77	40	Elgin and State Line.....	114,500	6	Jan. & July.	"	1878	....
Equipment Mort. (")	1,000,000	8	"	"	1889	28	Mississippi River Bridge.....	158,000	7	"	"	1884	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	22	1st Mortgage (Peninsula).....	272,000	7	March & Sept.	"	1898	110
Missisquoi R.R. (")	500,000	7	"	"	1891	5	Consol. ssk fund (C. & N.W.R'y)	4,693,000	7	F. M. A. & N.	"	1915	116
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	....	General Consol. Gold Bonds...	12,348,000	7	June & Dec.	"	1902	111
Charleston and Savannah:							1st Mort. S. F. (Madison Exten.)	3,150,000	7	April & Oct.	"	1911	....
1st Mortgage guar. by State....	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. S. F. (Menominee Ext.)	2,700,000	7	June & Dec.	"	1911	....
Funded Interest on 1st Mort....	157,400	7	"	"	1889	....	1st Mort. (Chic. & Mil. R.W.) guar	1,700,000	7	Jan. & July.	"	1898	....
Charlotte, Columbia & Augusta:							1st Mort. (Bel. & Mad. R.R.) guar.	249,000	7	"	"	1888	....
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	71	Chicago and Paducah (C. B. & Q.):						
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....	1st Mortgage \$28,000 p. m. gold...	2,304,000	7	Jan. & July.	Boston.	1903	....
Charters:							Chl., Pekin & Southern (C.B. & Q.):						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	100	1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chesaw and Darlington:							Chicago, Rock Island and Pacific:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	1st Mortgage ssk. fund.....	124,000	7	Jan. & July.	New York.	1896	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....	Branch Bonds Sinking Fund...	918,000	6	Feb. & Aug.	"	1895	....
Cherry Valley, Sharon and Alb.:							New Mort. bonds for \$12,500,000	8,920,000	6	Jan. & July.	"	1917	116
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	Chl. & Southern's (C., R. I. & Pac.)						
Chesapeake and Ohio:							1st Mort. gold, tax free, guar....	5,000,000	7	May & Nov.	New York.	1889	....
1st M. (gold) ssk fd for \$15,000,000	15,000,000	6	May & Nov.	New York.	1899	31	1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	"	1901	....
1st Mort. Extension (con. or reg)	5,426,900	7	Jan. & July.	"	1902	....	Chicago and Superior:						
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1880	....	1st Mortgage (Mad. & Portage) g'd	600,000	7	April & Oct.	New York.	1900	....
2d Mort. (") coupon.....	902,000	6	"	"	1884	....	1st Mort. guar. by St. L., K.C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Income (") coupon.....	300,000	8	"	"	1876	....	Cincinnati, and Baltimore:						
Funded Interest, coupon.....	160,500	8	"	"	1877	....	1st Mort. guar. by B. & O. & M. & O.	500,000	7	Jan. & July.	Baltimore.	1900	104
Cheshire:							1st Mortgage of 1863.....	1,243,000	7	May & Nov.	New York.	1880	101
Coupon bonds (no Mort.).....	813,700	6	Jan. & July.	Boston.	'77-'90	102	2d Mortgage of 1865.....	495,000	7	Jan. & July.	"	1885	....
Chester Creek (Phil. & Balt. Cent.):							Consol. S. F. M. for \$3,000,000..	996,000	7	April & Oct.	"	1905	....
1st Mort., guar. by F. W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....	Cincinnati, Ham. & Ind. (C. H. & D.):						
Chester and Tamarac:							1st Mort., guar. for \$2,500,000....	1,846,000	7	Jan. and July.	New York.	1903	103
1st Mortgage.....	600,000	7	May & Nov.	New York.	1901	....	Cincinnati, Lafayette and Chi.:						
Chicago and Alton:							1st Mortgage.....	1,129,000	7	March & Sept.	New York.	1901	87
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	118	Consolidated Mortgage.....	471,000	7	June & Dec.	"	1914	....
2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	104	Cincinnati and Martinsville:						
Consol. Bonds (\$200 stg. each).	4,379,550	6	Jan. & July.	London.	1903	....	1st Mort., guar. by I. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
1st Mort. (St. L. J. & C.) assumed	7	April & Oct.	New York.	1894	110	....	Cincinnati & Muskingum Valley:						
2d Mort. (")	188,000	7	Jan. & July.	"	1898	....	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
1st Mort. (Louisiana and Mo.)...	1,861,000	7	Feb. & Aug.	"	1900	....	Cincinnati, Richmond & Chicago:						
Chicago, Burlington and Quincy:							1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
Trust Mortgage ssk fund.....	2,570,000	8	Jan. & July.	New York.	1883	113	2d Mortgage " " " " " "	65,000	7	"	"	1889	....
Trust Mortgage, ssk fund conv.	150,000	8	"	"	1883	....	Cinc., Rich. & Ft. Wayne (G.R. & I.):						
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	"	1890	....	1st Mortgage gold, guar.....	1,800,000	7	June & Dec.	New York.	1921	....
Loan of 1872.....	1,918,475	7	Jan. & July.	Boston.	1896	116	Cincinnati, Sandusky and Clev.:						
Bonds of 1875, Sinking Fund...													

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa.Co.):	\$						Detroit & Bay City (Mich. Cent.):	\$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....	1st Mort. (\$424,000 guar.).....	2,380,000	8	May and Nov.	New York.	1902	107 1/2
4th (now 3d) Mortgage guar.....	1,096,000	6	"	"	1892	109 1/2	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	"	1900	115 1/2	1st Mortgage for \$22,000 p.m.....	1,061,000	8	Jan. & July.	New York	1891	....
Clev., Painesville & Ashtabula:							2d Mortgage	500,000	7	May and Nov.	"	1889	....
Regist'd b'ds (ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	103	Detroit, Hillsdale and Indiana:						
3d Mortgage (")	1,000,000	7	April & Oct.	"	1892	116	1st Mort. \$16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
Cleveland and Toledo:							2d Mortgage, (coupon) guar.....	300,000	8	Jan. & July.	"	1881	....
1st Mort., a.f. (ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	112	Detroit, Lansing and Northern:						
2d Mortgage (")	849,000	7	April & Oct.	"	1886	108	1st Mortgage.....	1,597,000	7	Jan. & July.	Boston.	1907	100 1/2
Celebrookdale:							1st Mort. (Ionia and Lansing)...	770,000	8	"	New York.	1889	....
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	43	2d Mort. (")	81,000	8	May & Nov.	"	1880	....
Colorado Central (3 ft. gauge):							Detroit & Milwaukee (Gt. W. of Ca.):						
1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....	1st Mortgage (D. & M.R.).....	2,500,000	7	May & Nov.	New York	1876	....
Columbus, Chicago & Ind. Cent.:							2d Mortgage (")	1,000,000	8	"	"	1875	....
1st Mortgage Consol. skg fund.....	10,428,000	7	April & Oct.	New York.	1908	71 1/2	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	....
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	"	1909	26	2d Funded Coup. (")	375,734	7	May & Nov.	"	1875	....
Income convertible.....	3,547,000	7	"	"	1890	....	1st Mort. (Det. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	....
1st Mort. (Chic. and Gt. Eastern)	451,000	7	April & Oct.	"	'98-'96	....	2d Mort. (")	100,000	7	Jan. & July.	"	1878	....
2d Mort. (")	341,400	7	Jan. & July.	"	"	....	3d Mort. (")	250,000	8	Feb. & Aug.	"	1886	....
1st Mort. (Cin. and Ohl. Air-L.)	194,100	7	Feb. & Aug.	"	1890	....	Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	"	1886	....
1st M., a.f. (")	23,550	7	May & Nov.	"	1896	....	Bonds of June 30, 1866.....	1,702,317	6 1/2	Jan. & July.	"	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
2d Mort. (")	821,000	10	May & Nov.	"	1904	....	1st Mortgage Aug. 1, 1866	924,000	7	Feb. & Aug.	New York.	1906	112 1/2
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	"	1883	....	Dixon, Peoria and Hannibal:						
2d Mortgage (Ind. Central).....	666,500	7	"	"	1882	....	1st Mort., guar. by C., B. and Q.	563,506	8	Jan. & July.	New York.	1889	101 1/2
1st Mort. (Tol., Logansport & Bur.)	531,000	7	Feb. & Aug.	"	1884	....	Dubuque and Sioux City:						
Income (")	74,024	7	"	"	"	....	1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1883	104 1/2
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	"	1905	....	1st Mortgage 2d division.....	586,000	7	"	"	1894	106 1/2
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	53	1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
Columbus and Hocking Valley:							1st Mortgage, preferred.....	78,500	7	Jan. & July.	"	1883	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittsb.:						
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	"	1880	....	1st Mortgage (gold).....	1,200,000	7	June & Dec.	New York.	1900	....
General Mortgage.....	634,000	7	"	"	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1903	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
New Mortgage for \$1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	108	East Brandywine & Waynesboro:						
Coupon Notes.....	123,000	7	June & Dec.	"	1891	100 1/2	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1883	....
1st Mort. (Massachusetts) guar. gold	400,000	6 1/2	Jan. & July.	"	1889	83 1/2	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1883	105 1/2
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	103 1/2
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	2d Mortgage.....	190,000	4	"	"	'82-'87	....
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	....
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bos.	1900	16 1/2	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	....
Connecting (Philadelphia):							Company Bonds (E.T. & Ga., old)	635,000	6	"	"	'80-'85	....
1st Mort. A.B.C.D. & E. \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1,2,3,4	108 1/2	Company Bonds (" new)	135,400	6	"	"	1876	....
Cooperstown and Susq. Valley:							Eastern (Mass.):						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	90 1/2
Cowanesque Valley:							Loan of 1867 .....	.....	7	"	"	1887	....
1st Mortgage, gold.....	95,000	7	Jan. & July.	New York.	1902	....	Loan of 1868 .....	.....	6	"	"	'88-'89	....
2d Mortgage	100,000	7	May & Nov.	"	1882	....	Loan of 1869 .....	.....	6	May & Nov.	"	1889	....
Cumberland & Penn. (Consol. Coal):							Ten year coupon notes.....	.....	7	"	"	1892	....
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	Ten year coupon notes.....	.....	7	"	"	'83-'84	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	"	1888	....	Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Cumberland Valley:							Sterling Sink. Fd. Bonds.....	3,049,200	6 1/2	March & Sept.	London.	1893	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Certif. of Indebt. Sept. 1, 1876 ..	12,673,000	3 1/2	"	Boston.	1906	74 1/2
2d Mortgage.....	109,500	8	"	"	1908	....	Eastern Shore (Md.):						
Plain bonds.....	81,800	6	"	"	1884	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1890	....
Danbury and Norwalk:							2d Mortgage.....	200,000	6	April & Oct.	"	1886	....
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....	Elizabethtown and Paducah:						
Mortgage Bonds of 1870.....	200,000	7	"	"	1890	....	1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1872.....	200,000	7	"	"	1892	....	Elmira and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	115 1/2
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2262	80 1/2
2d Mortgage.....	300,000	7	"	"	1885	....	Erie Railway:						
Danv., Urb., Bloom'gton & Pekin:							1st Mortgage, extended.....	2,433,000	7	May & Nov.	New York	1897	119 1/2
1st Mortgage.....	2,000,000	7	April & Oct.	New York.	1909	....	2d Mortgage.....	2,174,000	7	March & Sept.	"	1879	113 1/2
Davenport and E. Paul:							3d Mortgage.....	4,852,000	7	"	"	1883	108 1/2
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7	April & Oct.	New York.	1911	....	4th Mortgage convertible.....	2,937,000	7	April & Oct.	"	1890	109 1/2
Dayton and Michigan (O.H. & D.):							5th Mortgage convertible.....	709,500	7	June and Dec.	"	1888	111 1/2
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1911	....	Buffalo Branch, 1st mortgage.....	182,600	7	Jan. & July.	"	1891	....
2d Mortgage, guar.....	428,000	7	March & Sept.	"	1884	....	Long Dock Mortgage.....	3,000,000	7	June and Dec.	"	1893	114
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....	1st Consol Mortgage gold.....	16,533,714	7 1/2	March & Sept.	NY & London.	1920	11 1/2
Toledo Depot bonds guar.....	105,600	7	March & Sept.	"	'86-'94	....	1st Consol Mort. Coup. Bonds.	3,713,700	7 1/2	"	"	1920	72 1/2
Dayton and Union:							Erie and Pittsburg (Penn.):						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....	1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....	2d Mortgage.....	92,300	7	April & Oct.	"	1890	....
Income Bonds.....	252,445	6	"	"	1879	....	Consolidated Mortgage.....	2,192,000	7	Jan. & July.	"	1898	97
Dayton and Western (L. M. R.R.):							Equipment Mortgage.....	750,000	7	April & Oct.	"	1890	....
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....	European & N. American (Me.):						
1st Mortgage (")	495,000	6 1/2	Jan. & July.	"	1905	....	Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....	1st L.M. (& 1st on 60, & 2d on 65m)	2,000,000	6 1/2	March & Sept.	New York.	1899	....
Delaware and Bound Brook													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	111
Flushing, North Shore and Cent.:							2d Mortgage.....	267,500	7*	Feb. & Aug.	"	1895	104
1st Mort. (Flushing and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,383,000	7	April & Oct.	"	1895	60
2d Mort. (")	400,000	7	"	"	1900	....	Illinois Central:						
1st Mort. (Central of L. I.).....	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	..
1st Mort. (Cent. R. R. Exten.)....	200,000	7	May and Nov.	"	1903	....	Sterling Bonds, \$500,000.....	2,500,000	6*	"	London.	1895	....
1st Mort. (North Shore).....	140,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, Sinking Fund..	4,393,000	5*	"	"	1908	....
1st Mort. (Whitestone & W.)....	93,000	7	Jan. & July.	"	1893	....	Sterling Bonds, \$200,000.....	1,000,000	5*	June & Dec.	"	1905	....
1st Mort. (N. Y. & Flushing)....	25,000	7	Mar. & Sept.	"	1880	....	Illinois Grand Trunk (C. B. & Q.):						
Fonda, Johnstone & Gloverville:							1st Mortgage, guaranteed.....	900,500	8	April & Oct.	Boston.	1890	1111
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	Indiana and Illinois Central:						
Fort Wayne, Jackson & Saginaw:							1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	42	Indiana North and South:						
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1908	....
Fort Wayne, Muncie & Cin.:							Indianapolis, Blooming. & West:						
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	34
2d Mortgage.....	800,000	8	"	"	1896	....	1st Mortgage Extension gold....	5,510,000	7*	Jan. & July.	"	1912	....
Framingham and Lowell:							2d Mortgage.....	1,500,000	8	"	"	1890	2
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	92	Indianapolis and Madison:						
2d Mortgage.....	100,000	8	"	"	1883	89	1st Mort. assumed by J. M. & L.	397,000	7	May & Nov.	New York.	1881	....
Frederick and Pennsylvania Line:							Indianapolis & Vincennes:						
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
Fremont, Elkhorn & Mo. (S. C. & P.):							2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	....
1st Mortgage.....	690,000	7	April & Oct.	.....	1901	31	International and Gt. Northern:						
Galena & Ohio Union (C. & N. W.):							1st Mortgage a. f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	81
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	106	Convertible B'ds (")	1,473,000	8	Feb. & Aug.	"	1892	....
Galv., Harrisburg & San Antonio.							1st Mortgage (Hous. & Gt. N. R. R.)	4,211,000	7*	Jan. & July.	"	1900	81
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bos.	1910	....	Convert. B'ds (")	1,677,000	8	Feb. & Aug.	"	1892	22
Galveston, Houston & Henderson:							Indianapolis, Cin. and Lafayette:						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	85	1st Mortgage of 1897.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
Geneva, Ithaca and Athens:							1st Mortgage of 1899.....	2,000,000	7	June & Dec.	"	'79-'83	254
1st Mortgage, skg. fd., guar.....	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	'78-'83	....
Georgia (and Banking):							Equipment Bonds, registered....	378,000	10	"	"	1883	86
Company bonds (debentures)....	530,000	7	Jan. & July.	Augusta.	'75-'90	....	1st Mort. (Ind'polis & Cin.) 1893.	1,600,000	7	April & Oct.	"	1888	....
Ullman, Clinton & Springfield:							1st Mort. (Cin. & Indiana)....	499,000	7	June & Dec.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. (") guar.....	1,497,000	7	Jan. & July.	"	'77-'82	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	Indianapolis and St. Louis:						
Goshen and Deckertown (Erie):							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	63
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	1,000,000	7	March & Sept.	"	1919	....
Grand Rapids & Indiana:							2d Mortgage.....	1,000,000	7	April & Oct.	"	1919	....
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	104	Equipment Mortgage.....	578,000	10	Jan. & July.	"	1881	....
1st Mort. L. G. not guar. gold....	5,224,000	7*	April & Oct.	"	1899	85	Ionia and L. & N. D. L. & L. M.):						
Grand River Valley (Mich. C.):							1st Mortgage.....	770,000	8	Jan. & July.	New York.	1890	110
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1888	101	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	94	Iowa Falls and Sioux City:						
Grand Trunk (Ca.):							1st Mortgage.....	2,900,000	7	April & Oct.	New York.	1917	104
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	Iowa Midland (C. & N. W.):						
Equip'm't Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	113
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	Ironton (Penn.):						
1st Preference Bonds \$3,215,149	16,090,745	5*	Feb. & Aug.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
2d Preference Bonds \$2,827,808	11,339,040	4*	"	"	"	....	Ithaca and Athens (Penn.):						
3d Preference Bonds \$2,819,550	11,339,040	4*	"	"	"	....	1st Mortgage gold, skg fund.....	600,000	7*	Jan. & July.	New York.	1890	107
Provincial Debenture \$3,111,500	15,557,500	.....	.....	Ottawa.	....	....	Jackson, Lansing & Saginaw (MO.):						
Great Western of Canada:							1st Mortgage guar.....	1,277,000	8	Jan. & July.	New York.	1885	....
Mortgage Bonds \$127,000.....	638,000	6	Jan. & July.	London.	1876	....	1st Mort. (Northern Ext.) guar.	687,000	8	May & Nov.	"	1890	....
Mortgage Bonds \$547,000.....	2,735,000	6	April & Oct.	"	'77-'78	....	Consolidated Mortgage (236 m.)	2,001,000	8	March & Sept.	"	1891	....
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Jacksonville, North West & S. East:						
Debenture Bonds \$1,743,160....	8,718,900	5	Jan. & July.	"	Perp.	....	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
Great Western Railway of 1859:							Jacksonville, Pensac. and Mobile:						
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	107	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
2d Mort., " " " " " "	2,500,000	7	May & Nov.	"	1893	85	2d Mortgage.....	2,000,000	8	"	"	1899	....
Green Bay and Minnesota:							Jameson & Frank (L. S. & M. So.):						
1st Mortgage.....	3,200,000	7*	Feb. & Aug.	.....	1900	....	1st Mortgage guaranteed.....	433,000	7	Jan. & July.	New York.	1897	..
Greenville and Columbia:							2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage guar. by S. Car....	1,428,548	7	Jan. & July.	Columbia.	'81-'86	....	Jefferson (Erie):						
1st Mortgage not guaranteed.....	376,766	7	"	"	'81-'86	....	1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	104
Greenwich and Johnsonville:							2d Mort. (")	84,000	7	"	"	1889	....
1st Mortgage.....	138,000	7	May & Nov.	New York.	1889	....	1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1899	....
Gulf, Western Texas and Pacific:							Jeffersonville, Madison & Indian:						
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	.....	1902	....	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
Hannibal and Naples (T. W. & W.):							2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	33	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	Jersey City and Albany:						
Hannibal & Cent. Mo. (T. W. & W.):							1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	105	1st Mortgage (Ridgely Park)....	300,000	7	May & Nov.	"	1912	..
2d Mortgage.....	250,000	7	"	"	1892	76	Joliet and Chicago (C. & Alton):						
Hannibal and St. Joseph:							1st Mortgage skg fund guar.....	336,000	8	Jan. & July.	New York.	1882	106
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'87-'94	105	Junction, Philadelphia:						
Missouri State Loan.....	1,500,000	6	"	"	'87-'88	....	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	106
Fifteen years' bonds (277 m.)....	4,000,000	8	March & Sept.	"	1885	107	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	103
1st Mort. (Q. & Palm R. R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	....	Junction and Breakwater:						
1st Mort. (K. City & Cam. R. R. 65 m.)	1,200,000	10	Jan. & July.	"	1886	112	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
General Land Mortgage (277 m.)	.....	7	April & Oct.	"	1888	....	Kalamazoo, Allegan & Gr. Rapids:						
Harlem Extension:							1st Mort., assumed by L. S. & M. So.	840,000	8	Jan. & July.	New York.		

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cincin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	117 1/2	Bonds to State of Kentucky.....	74,519	6	Jan. & July.	New York.	Perp.	1897
1st Mort. (2d Div. 253.94 m.) gold..	4,063,000	6*	June & Dec.	"	1896	118 1/2	1st Mortgage for Cincinnati Br...	3,000,000	7	"	"	"	1897
1st M. (3d Div. 244.66m. & 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	111 1/2	2d Mortgage for \$1,000,000.....	878,000	6	April & Oct.	"	"	1900
1st Mort. (1,000,000 acres).....	1,000,000	7*	March & Sept.	N. Y. & St. Lo.	'71-'76		Louisville Loan.....	100,000	6	Jan. & July.	"	"	1881
1st Mort. (2,000,000 acres) gold....	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1880	117	1st Mort. (Louisville & Frankf'ty)	39,000	6	"	"	"	'73-'78
2d Mort. (") gold.....	1,500,000	7*	March & Sept.	"	1896	91 1/2	1st Mort. (Louis., Cin. and Lex.)	21,000	6	April & Oct.	"	"	1902
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	83	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	"	1881
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97		Louisville and Nashville:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	68 1/2	Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	102 1/2
Kent County (Del.)							Mort. main office lot & buildin	80,000	7	"	Louisville.	1883	
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880		1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	'90-'96	
Kentucky Central:							1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883		1st Mort. (Mump. & Clarksv. Br.)	2,389,710	6*	Feb. & Aug.	"	1902	
3d Mortgage.....	237,000	7	June & Dec.	"	1885		Consol. M. for \$5,000,000 (392 m.)	7,109,000	7	April & Oct.	"	1898	112 1/2
Keokuk and Des Moines:							Louisville Loan.....	849,000	6	"	"	'86-'87	
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	93 1/2	Louisville Loan (Lebanon Br.)...	225,000	6	May & Nov.	"	1886	
Funded Interest.....	254,300	8	"	"	1884		Louisv. Loan (Leb. Br. Exten.)	338,000	6	April & Oct.	Louisville.	1893	90 1/2
Keokuk and St. Paul (O.B. & Q.):							Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100 1/2	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	
La Crosse, Trempealeau & Prescott:							Macon and Augusta:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878		1st Mortgage end by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	
Laf., Blooming. & Miss. (T.W. & W.):							1st Mortgage not endorsed.....	100,000	7	"	"	1887	
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891		Construct. Mort. end by Ga. R.R.	370,000	7	"	"	1879	
Laf., Muncie & Bloom. (T.W. & W.):							Macon and Brunswick:						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901		1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	
Lake Erie and Louisville:							1st Mort. " " " " " "	600,000	7	May & Nov.	"	1900	
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892		2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	
2d Mortgage.....	500,000	7	Jan. & July.	"	1903		Equipment Mortgage.....	150,000	7	"	"	1879	
Lake Ontario Shore:							Madison and Portage:						
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897		1st Mort., guar. by Chl. and Sup.	600,000	7*	April & Oct.	New York.	1890	
Lake Shore & Michigan South'n:							Maine Central:						
Sinking Fund Mortgage.....	888,000	7	April & Oct.	New York.	1879		Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	89 1/2
Consol. Mort., S.F., Reg'd.....	7,926,000	7	J. A. J. & O.	"	1900	119 1/2	\$1,100,000 Loan, tax free.....	756,900	6	Jan. & July.	"	1898	91
Consol. Mort., S.F., Coupor.....	3,294,000	7	Jan. & July.	"	1900	121	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	
2d Consol. Mort. for \$25,000,000.	9,206,000	7	June & Dec.	"	1903	115 1/2	1st Mort. (Belfast & Moosehead)	150,000	3*	May & Nov.	Belfast & Bos.	1900	
Bonds of 1892 (Reg. & Coupon)	3,294,000	7	April & Oct.	"	1882		\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Jan. and July.	Boston.	'90-'91	96
Lake Shore Dividend Bonds.....	1,393,000	7	"	"	1899	115 1/2	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1890		Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1895	93 1/2
3d Mort. (") " " " "	1,000,000	7	April & Oct.	"	1892		2d Mort. (Somerset & Kennebec)	200,000	6	June & Dec.	"	1879	
1st Mort. (Mich. S. & Nor. Ind.)	5,286,000	7	May & Nov.	"	1885		1st Mort. (Leeds & Far'gton)	633,000	6	Jan. & July.	"	1901	
2d Mort. (") " " " "	"	7	"	"	1877		Bath (Androscoquin) Loan.....	425,000	6	"	"	1891	
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885		Manfield & Framing. (B.C. & F.):						
2d Mort. (") " " " "	819,000	7	April & Oct.	"	1886		1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882		Marietta and Cincinnati:						
Mort. Bonds (") " " "	300,000	7	March & Sept.	"	1886		1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	86
Mort. Bonds (") " " "	2,841,800	7	April & Oct.	"	1898		1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	90
1st M. (Det'lt, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906		2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1898	3 1/2
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890		3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	14 1/2
1st M. (School. & Three Rivers)	100,000	8	"	"	1887		4th Mortgage.....	2,004,000	8	April & Oct.	"	1905	
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887		1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1868		Marietta, Pittsburg & Cleveland:						
1st M. (Jamestown & Franklin)	422,000	7	"	"	var		1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	
2d M. (") " " " "	500,000	7	June & Dec.	"	1894		Marquette, Houghton & Ontonagon:						
Lake Shore & Tuscawawas Valley:							1st Mortgage (Marq. & Ont.)...	1,700,000	8	Jun. & Dec.	New York.	1892	96 1/2
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901		1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	
2d Mortgage, for \$1,000,000.....	698,000	7	"	"	"		Consolidated Mortgage.....	1,464,000	8-10	Various.	"	'92-'98	
Elyria and Black Riv. b'ds as'd	180,000	7	May & Nov.	"	1892		Massachusetts Valley (C. & P. R.):						
Lake Superior & Mississippi:							1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20 1/2	Maryland and Delaware:						
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900		1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	
Income Bonds.....	3,200,000	10	"	"	1902		2d Mortgage.....	150,000	6	June & Dec.	"	1889	
Lawrence (P. Ft. W. & Chl.):							Massillon & Cleve. (C.M. V. & D.):						
1st Mortgage, guaranteed.....	335,000	7	Feb. & Aug.	New York.	1895		1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	
Leavenworth, Atch. & N. West'n:							Mayville and Lexington:						
1st Mort. guar. by Pac. of Mo....	500,000	7	April & Oct.	New York.	1899		1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	
Leaven., Lawrence & Galveston:							Memphis and Charleston:						
1st Mort. skg fund conv. gold.....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42 1/2	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1890	100
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890		2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891		Tennessee State Loan.....						
Lehigh and Lackawanna:							1,314,142	6	"	"	"	"	
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897		Income Bonds.....	600,000	10	March & Sept.	"	'73-'76	
Lehigh Valley:							Memphis and Little Rock:						
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	116 1/2	1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	
1st Mortgage (") reg.....	"	6	"	"	1898	116	2d Mortgage.....	1,000,000	8	"	"	"	
2d Mortgage for \$6,000,000.....	6,000,000	7	March & Sept.	"	1910	121	Michigan Air Line (Mich. Cent.):						
General Mort. for \$40,000,000....	13,894,000	6*	June & Dec.	"	1923	108	1st Mort. (South Bend Div.) as'd	200,000	8	May and Nov.	New York.	1890	100
General Mort., registered.....	"	6*	"	"	1922	105 1/2	Michigan Central:						
Lewisb. Centre & Spruce C. (P. & E.):							1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902		1st Mortgage sinking fund conv.	2,179,000	8	"	"	1882	109 1/2
Lexington & St. Louis (A. & F.):							Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	117 1/2
1st Mortgage gold.....	900,000	6*	June & Dec.	New York.	1899		1st Mort						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (B. C. R. & N. Y.)	\$ 150,000	7*	Jan. & July.	New York.	1911	88	N. O., Jack. & Gt. N. (N. O. St. L. & C.):	\$ 3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed..	150,000	7*	Jan. & July.	New York.	1911	88	1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1886	....
Minnesota and North Western:							2d Mortgage for \$3,000,000.....	1,500,000	8	April & Oct.	"	1890	....
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	Detroit.	1890	....	New Orleans, Mobile and Texas:						
Mississippi Cent. (N. O. St. L. & Chi.)							1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	'74-'84	....	2d Mort. (N. Orleans to Texas)	7,250,000	8	"	"	1915	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1886	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....
General Mort. for \$8,000,000 gold	3,709,500	7*	May & Nov.	"	1912	....	New York, Boston and Montreal:						
Mississippi, Ouchita & Red Riv.							1st Mortgage for \$12,250,000.....	6,250,000	7*	Feb. & Aug.	N. Y. or Lond.	1889	....
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	.....	1900	....	New York & Canada (D. & H. C.):						
Mississippi and Tennessee:							1st Mort. for \$200,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
1st Mortgage, Series A.....	1,000,000	8	April & Oct.	Memphis.	1902	....	New York Central & Hudson R.:						
2d Mortgage, Series B.....	1,100,000	8	Jan. & July.	"	1902	....	Debt Certificates (N. Y. Cent.)	6,632,906	6	May & Nov.	New York.	1883	105
Mississippi Valley and Western:							Bonds for B. & N. F. stk (")	74,500	6	May & Nov.	"	1883	104
1st Mortgage \$20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for R. R. Stocks (")	592,000	6	"	"	1883	105
Missouri, Iowa and Nebraska:							Bonds for Real Estate (")	162,000	6	"	"	1887	109
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....	Bonds of 1884 renewed (")	2,391,300	6	June & Dec.	"	1885	113
Missouri, Kansas and Texas:							2d Mort. (Hudson River) S. F. ..	1,794,000	7	"	"	1891	....
1st Mort. (U. Pac. S. Br.) skg fund	2,815,000	6*	Jan. & July.	New York.	1899	....	Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	"	1903	124
1st Mort. (Tebos & Neosho) S. F.	349,000	7*	June & Dec.	"	1903	....	1st Mort., coup. } for \$30,000,000	18,465,000	7	Jan. & July.	"	1903	124
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	65	1st Mort., Sterling for £2,000,000	9,733,333	6*	"	London.	1903	....
First Additional Consol. Mort.	2,500,000	7	"	"	1905	....	New York and Harlem:						
Second Add. Consol. Mort.....	1,182,000	7	"	"	1906	39	Sinking Fund Mortgage of 1881.	107,704	7	Jan. & July.	New York.	1881	....
Third Additional Consol. Mort.	600,000	7	"	"	1906	....	Consol. Mort. of 1872, coupon.	10,500,000	7	May & Nov.	"	1900	122
Missouri River, Ft. Scott & Gulf:							Consol. Mort. of 1872, reg... }	.....	.....		"	1900	122
1st Mortgage, Land Grant, S. F.	5,600,000	10	Jan. & July.	New York.	1889	85	New York Elevated:						
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	....	1st Mortgage.....	7,000,000	7	Jan. & July.	New York.	1906	116
Mobile and Girard.....							N. York, Housatonic & Northern:						
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....	1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1902	....
2d Mort. end. by Cent. R. R. of Ga.	300,000	8	"	"	1889	....	New York, Kingston & Syracuse:						
Plain bonds.....	33,500	8	"	"	1887	....	1st Mort. for \$4,000,000.....	2,500,000	7*	Jan. & July.	New York.	1902	....
Mobile and Montgomery:							New York, N. Haven & Hartford:						
1st Mort. end. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
2d Mortgage.....	900,000	8	"	"	1900	....	New York and New England:						
Mobile and Ohio:							1st mortgage, old.....	.....	7	March & Sept.	Boston.	1884	....
1st Mortgage Sterling.....	5,698,000	6*	May & Nov.	Mo. & Lond.	1883	....	1st mortgage, new.....	400,000	7	Jan. & July.	"	1905	106
Interest bonds.....	1,524,300	8	"	"	1878-'83	....	New York and Oswego Midland:						
Sterling Interest bonds.....	789,920	6*	"	"	1883	....	1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
Tennessee Substitution Bonds..	1,688,000	7*	Jan. & July.	N. Y. & Lond.	1901	....	2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
Special Mort. (Gainesville Br'h)	63,000	8	May & Nov.	Mobile.	1877	....	2d Mortgage non-convertible ..	1,500,000	7	"	"	1896	....
2d Mortgage.....	1,453,858	7	March	"	1877	....	3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
Consol. Mort. for \$15,000,000...	.....	7*	Jan. & July.	N. Y. & Lond.	1904	....	1st Mort., (West. Extension).....	2,425,000	7	.....	"	....	....
Convertible 3 per cent. bonds.....	977,550	8	M. J. S. & D.	New York.	....	....	Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
Montclair (N. Y. and O. Mid.):							New York, Providence & Boston:						
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....	Extension Bonds.....	50,900	6	May & Nov.	New York.	'78-'81	....
2d Mortgage.....	780,000	7	.....	"	....	....	General Mort. for \$1,000,000.....	1,000,000	7	Jan. & July.	"	1899	118
Income Mortgage.....	888,400	7	.....	"	....	....	Norfolk & Petersburg (A. M. & O.):						
Montgomery and Erie (Erie):							1st Mortgage.....	305,000	8	Jan. & July.	New York.	1877	....
1st Mortgage.....	127,000	7	May & Nov.	New York.	1888	....	1st Mortgage.....	157,000	7	"	"	1877	65
2d Mortgage.....	47,000	7	April & Oct.	"	1887	....	2d Mortgage.....	454,000	8	"	"	1893	93
Montgomery and Bufala:							North Carolina:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	1st Mortgage.....	210,000	8	May & Nov.	Co's Shops, N. O.	1888	....
1st Mortgage not endorsed.....	330,000	8	June and Dec.	"	1900	....	North Eastern (S. Car.):						
Monticello and Fort Jervis:							1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....	2d Mortgage.....	282,500	8	"	"	1899	....
Morris and Essex (D. L. & W.):							North Missouri (St. L., K. C. & N.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	123	1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	116
2d Mortgage guar.....	3,000,000	7	Feb. & Aug.	"	1891	112	North Pennsylvania:						
Convertible bonds.....	384,000	7	Jan. & July.	"	1900	91	1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1888	110
Construction bonds.....	873,000	7	Feb. and Aug.	"	1889	81	2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	118
Gen'l M. (1st on Bonton Br.) gr.	4,991,000	7	April & Oct.	"	1901	109	General Mortgage.....	2,085,000	7	Jan. & July.	"	1903	116
Special Mortgage.....	1,025,000	7	"	"	1915	101	North Shore (Flush., N. S. & Cent.):						
Consol. mort. for \$25,000,000 guar	3,239,000	7	June & Dec.	"	1915	101	1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
Nashville, Chattanooga & St. Louis:							Northern Central:						
1st Mort., endorsed by Tenn.....	1,100,000	6	Jan. & July.	New York.	'74-'83	....	1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mort. (Held by U. S. Gov.)...	1,000,000	4	"	"	'81-'91	....	2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	118
New Mortgage.....	4,700,000	7	"	"	1913	105	3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	108
Nashville and Decatur (L. & Nash.):							Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	105
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	107	Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
2d Mortgage gold.....	200,000	6*	April & Oct.	Nashville.	1887	....	Consol. Gen. Mort. S. F. Coup.	2,538,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Nashua and Lowell.....							Consol. General Mort. Coupon.	1,636,000	6*	"	"	1884	....
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	103	Second General Mort. coupon.	3,000,000	5	"	Baltimore.	1920	63
Newark & New York (O. of N. J.):							Second General Mort. coupon.	1,000,000	5	"	"	1920	....
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....	Northern New Jersey (Erie):						
Newark, Somerset & Stratsville:							1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey O	1878	....
1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	98	Northern Pacific:						
New Bedford:							1st Mort. on R. R. & lands gold..	4,000,000	7.3*	Jan. & July.	New York.	1900	62
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98	Northwestern Virginia:						
New Issue for \$360,000.....	400,000	7	"	"	1894	105	3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	105
New Haven and Derby:							Northwestern Union (C. & N. W.):						
1st Mortgage.....	525,000	7	Various.	New Haven.	'98-'00	....	1st Mortgage.....	3,500,000	*	March & Sept.	New York.	1917	....
New H. Middle'n & Willman:							Norwich & Worcester (B. H. & E.):						
1st Mortgage (coup. & reg.)...	3,000,000	7	May & Nov.	New York.	1889	....	1st Mort. Mass. Loan, skg. fd...	400,000	*	Jan. & July.	Boston.	1877	....
2d Mortgage.....	2,000,000	7	.....	"	1881	....	Construction Bonds.....	400,000	*	March & Sept.	"	1897	....
New Haven and Northampton:							Nyack and Northern:						
1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
Convertible bonds, tax free.....	750,000	6	April & Oct.	"	'80-'82	....	Ogdensburg and Lake Champlain:			</			

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittsb., T. & Buffalo):							Philadelphia, Wilmington & Balt.:						
1st Mortgage.....	530,000	7	April & Oct.	Philadelphia.	1896	50	Mortgage Loan, convertible....	262,000	6	Jan. & July.	Phila. & Bost.	1884	103 1/2
Omaha and Northwestern:							Loan of 1887.....	1,000,000	6	April & Oct.	" "	1887	103 1/2
1st Mort. Land Grant, Gold.....	16,000 pm	7 1/2	Jan. & July.	New York.	1901	....	Loan of 1872.....	700,000	6	" "	" "	1892	103 1/2
Omaha and Republican Valley:							Loan of 1875.....	800,000	6	" "	" "	1900	107 1/2
1st Mortgage.....	6	F. M. A. & N.	.....	.....	1895	....	Pickering Valley (Phila. & Rdg.):						
Omaha and Southwestern:							1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	83
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1896	119 1/2	Pittsburg, Cin. & St. Louis (Pa.):						
Oregon and California:							1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mortgage gold.....	10,950,000	7 1/2	April & Oct.	New York.	....	....	1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	104
Osego Valley & Southern Kansas:							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	107 1/2
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Consolidated 2d Mortgage.....	2,500,000	7	April & Oct.	" "	1913	....
Oshkosh & Miss. (C., M. & S. P.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	125 1/2
Oswego and Rome (R. W. & O.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	" "	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series G).....	860,000	7	Jan. & July.	" "	1912	134
1st Mortgage guar. by C. R. & Q.	1,079,000	8	Jan. & July.	N. Y. & Bost.	1900	112 1/2	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	" "	1912	....
Owensboro' and Russellville:							2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series K).....	860,000	7	April & Oct.	" "	1912	....
Pacific of Missouri:							2d Mortgage (Series L).....	860,000	7	May & Nov.	" "	1912	....
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	108	2d Mortgage (Series M).....	860,000	7	June & Dec.	" "	1912	....
2d Mortgage sinking fund.....	2,650,000	7	Jan. & July.	" "	1891	108 1/2	3d Mortgage.....	2,000,000	7	April & Oct.	" "	1912	118
3d Mortgage.....	4,000,000	7	May & Nov.	" "	....	....	Construction bonds of Jan. 1, 1910	100,000	7	Jan. & July.	New York.	1887	....
St. Louis County Debt.....	700,900	7	Monthly.	St. Louis.	1885	....	Equipment bonds.....	1,000,000	8	March & Sept.	" "	1884	....
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	Pittsburg, Va. and Charleston:						
1st Mort. (Carondelet Branch).....	500,000	6 1/2	April & Oct.	" "	1893	70	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
1st Mortgage gold for \$2,305,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	....	Pittsburg, Wash'ton & Baltimore:						
Pacific of Missouri:							1st Mort. (Pittsb. & Conn'sville).....	4,000,000	7	Jan. & July.	Baltimore.	1898	111
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	108	2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	" "	1902	....
2d Mortgage sinking fund.....	2,650,000	7	Jan. & July.	" "	1891	108 1/2	1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
3d Mortgage.....	4,000,000	7	May & Nov.	" "	....	....	Real Estate Mortgage.....	100,000	6	.....	Baltimore.	1883	....
St. Louis County Debt.....	700,900	7	Monthly.	St. Louis.	1885	....	Plymouth, Kankakee & Pacific:						
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	1st Mortgage for \$3,000,000.....	20,000 pm	7 1/2	Jan. & July.	New York.	1901	....
1st Mort. (Carondelet Branch).....	500,000	6 1/2	April & Oct.	" "	1893	70	Port Huron and Lake Michigan:						
1st Mortgage gold for \$2,305,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	....	1st Mortgage gold, for \$1,800,000	1,800,000	7 1/2	May & Nov.	New York.	1899	....
Pacific of Missouri:							Portland & Ogdensburg (Me. & N. H.):						
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	108	1st Mort. (Maine Section) gold.....	800,000	6 1/2	Jan. & July.	Boston.	1900	....
2d Mortgage sinking fund.....	2,650,000	7	Jan. & July.	" "	1891	108 1/2	Consol. Mort. gold, for \$3,300,000	149,000	6 1/2	May & Nov.	" "	1901	15
3d Mortgage.....	4,000,000	7	May & Nov.	" "	....	....	Portland and Ogdensburg (Vt.):						
St. Louis County Debt.....	700,900	7	Monthly.	St. Louis.	1885	....	1st Mortgage gold, for \$2,300,000	1,200,000	6 1/2	May & Nov.	N. Y. & Bost.	1891	40
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	Portland and Oxford Central:						
1st Mort. (Carondelet Branch).....	500,000	6 1/2	April & Oct.	" "	1893	70	1st Mortgage of 1883.....	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage gold for \$2,305,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	....	Portland and Rochester:						
Pacific of Missouri:							1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	108	1st Mortgage (equal lien).....	100,000	7	April & Oct.	" "	1887	....
2d Mortgage sinking fund.....	2,650,000	7	Jan. & July.	" "	1891	108 1/2	2d Mort. (Portland Loan).....	396,500	6	Mar. & Sept.	" "	1891	....
3d Mortgage.....	4,000,000	7	May & Nov.	" "	....	....	Port Royal (S. C.):						
St. Louis County Debt.....	700,900	7	Monthly.	St. Louis.	1885	....	1st Mortgage gold, skg fd.....	2,000,000	7 1/2	May & Nov.	N. Y. & Lond.	1889	....
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	1st Mort. gold, guar. by G. R. & R.	500,000	7 1/2	" "	" "	1889	....
1st Mort. (Carondelet Branch).....	500,000	6 1/2	April & Oct.	" "	1893	70	Portsmouth, St. Falls & Conway:						
1st Mortgage gold for \$2,305,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	....	1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1898	75 1/2
Pacific of Missouri:							Poughkeepsie and Eastern:						
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	108	1st Mort. gold, conv. & tax free..	644,500	7 1/2	Jan. & July.	New York.	1910	....
2d Mortgage sinking fund.....	2,650,000	7	Jan. & July.	" "	1891	108 1/2	2d Mortgage.....	78,000	7	" "	" "	....	....
3d Mortgage.....	4,000,000	7	May & Nov.	" "	....	....	Providence and Worcester:						
St. Louis County Debt.....	700,900	7	Monthly.	St. Louis.	1885	....	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1880	102 1/2
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	Stoughton Branch bonds.....	1,000,000	6	" "	" "	....	....
1st Mort. (Carondelet Branch).....	500,000	6 1/2	April & Oct.	" "	1893	70	Quincy, Alton and St. Louis:						
1st Mortgage gold for \$2,305,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	....	1st Mortgage gold.....	1,000,000	7 1/2	May & Nov.	Philadelphia.	1882	....
Pacific of Missouri:							Quincy and Palmyra:						
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	108	1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
2d Mortgage sinking fund.....	2,650,000	7	Jan. & July.	" "	1891	108 1/2	Quincy and Toledo (T. W. & W.):						
3d Mortgage.....	4,000,000	7	May & Nov.	" "	....	....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	98
St. Louis County Debt.....	700,900	7	Monthly.	St. Louis.	1885	....	Quincy & Warsaw (C. R. & Q.):						
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	1st Mortgage, guaranteed.....	725,000	8	Jan. & July.	Boston.	1890	113 1/2
1st Mort. (Carondelet Branch).....	500,000	6 1/2	April & Oct.	" "	1893	70	Reading and Columbia (P. & R.):						
1st Mortgage gold for \$2,305,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	....	1st Mort., Coupon, guaranteed..	650,000	7	March & Sept.	New York.	1882	95
Pacific of Missouri:							2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	108	Rensselaer and Saratoga:						
2d Mortgage sinking fund.....	2,650,000	7	Jan. & July.	" "	1891	108 1/2	2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1880	....
3d Mortgage.....	4,000,000	7	May & Nov.	" "	....	....	3d Mortgage.....	150,000	7	" "	" "	1887	....
St. Louis County Debt.....	700,900	7	Monthly.	St. Louis.	1885	....	1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
1st Mort. (Carondelet Branch).....	500,000	6 1/2	April & Oct.	" "	1893	70	1st Mortgage (Glenn's Falls).....	125,000	7	Jan. & July.	" "	1894	....
1st Mortgage gold for \$2,305,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	....	Consol. Mort. for \$2,000,000.....	1,785,500	7	May and Nov.	" "	1921	174
Pacific of Missouri:							New Gen'l Mort. for \$5,000,000.	1,092,000	6 1/2	" "	" "	....	....
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	108	Richmond and Danville:						
2d Mortgage sinking fund.....	2,650,000	7	Jan. & July.	" "	1891	108 1/2	Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	1880
3d Mortgage.....	4,000,000	7	May & Nov.	" "	Virginia						

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	344,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,482,687	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	1,061,500	7	" " "	New York.	'78-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	1,265,500	7	April & Oct.	" "	1902	....
2d Mort. (").....	17,500	6	" " "	"	1879	....	Domestic (I) Bonds.....	1,064,500	7	April & Oct.	Charleston.	1891	....
Calais Loan (Lewey's Island)...	116,000	6	June & Dec.	"	1876	....	Domestic (K) Bonds.....	63,500	6	Jan. & July.	"	'80-'92	....
St. Joseph & Denver City:							South Georgia and Florida:						
1st Mort. (E. D.) gold tax free..	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st M. (W.D.) land grant, g'd tax fr	5,500,000	8*	" " "	" " "	1900	....	2d Mort. " " " " " "	200,000	7	" " "	" "	1889	....
Joseph and St. Louis:							South Mountain Iron (Cumb. Val.):						
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
St. Louis, Alton and Terre Haute:							2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....	South and North Alabama.						
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" " "	1894	116	1st Mort., endor. by Ala. gold...	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" " "	1894	84	Sterling Mort., guar. by L. & N.	2,138,000	6*	May & Nov.	London.	....	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" " "	1894	....	South Pacific (St. Louis & San F.):						
2d Mortgage Income (Series E)	1,700,000	7	" " "	" " "	1884	53	1st Mortgage gold, assumed....	7,194,500	6*	Jan. & July.	New York.	1888	99
Equipment Mortgage.....	300,000	10	March & Sept.	" " "	1894	....	South Shore (Mass.):						
St. Louis, Iron Mt. and Southern:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81	100
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	115	South Side, Va. (A., M. and O.):						
2d Mort. (").....	6,000,000	7*	May & Nov.	" " "	1897	93	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	105
1st Mort. L.G. (Arkansas Brh)	2,500,000	7*	June & Dec.	" " "	1897	96	2d preferred bonds.....	621,000	6	" " "	" "	'84-'90	....
1st Mort. (Calo, Ark. & Tex.)	1,500,000	7*	" " "	" " "	1897	....	3d preferred bonds.....	452,300	6	" " "	" "	'84-'90	80
Consolidated Mortgage.....	1,500,000	7	" " "	" " "	1899	....	Southern Central (N.Y.):						
St. Louis, Jacksonville & Chicago:							1st Mortgage, skg fund conv....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	548,000	7	Jan. & July.	New York.	1886	....	2d Mortgage.....	600,000	7*	March & Sept.	" "	1882	103
St. Louis, Kansas City & North:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	115	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	" "	1895	104	Southern of L. L.						
St. Louis, Lawrence and Denver:							1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	2d Mort., Sunk. Fund.....	1,500,000	7	May & Nov.	" "	1900	17
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,340,000	8	April & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	" " "	" " "	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	" "	1890	....
1st Mort. (Evans, Hen. & Nash.)	1,000,000	7	Jan. & July.	" " "	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	" " "	1902	....	1st Mortgage gold for \$23,000,000.	11,000,000	6*	April & Oct.	New York.	....	95
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	" " "	1898	....	2d Mortgage gold.....	88,000	7*	" " "	" "	1890	....
2d Mortgage (B.) convertible....	1,000,000	7	" " "	" " "	1893	....	South Western (Gen. of Ga.):						
St. Louis and San Francisco:							Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
2d Mortgage A for \$500,000.....	310,840	6*	May & Nov.	New York.	1906	73	1st Mortgage (Muscookee) conv..	300,000	7	" " "	" "	'72-'76	....
2d Mort. B. & C for \$5,200,000..	4,959,142	2*	" " "	" " "	1906	48	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	" " "	" "	1879	....
1st M. (St. Paul to Wabash) 80m.	866,000	7	Jan. & July.	" " "	1892	....	Springfield, Athol & Northeastern:						
2d Mort. (") & 1st land gr.	1,145,750	7	June & Dec.	" " "	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
1st M. (Main L.) R.R. & Land.	3,000,000	7*	May & Nov.	London.	....	....	Springfield & Illinois S. Eastern:						
2d M. (") R.R. & Land.	8,500,000	7*	" " "	" " "	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
General Mortgage for \$15,000,000		7*	" " "	" " "	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	" "	1900	....
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund....	500,000	7*	Feb. & Aug.	New York.	1901	....
Salem (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	300,000	7	Jan. & July.	New York.	1886	55
Salem and Lowell (B. & L.):							Stanstead, Shefford and Chambly:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	80	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	25
Sand, Mansfield & Newark (B. & O.)							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	91	2d Mortgage.....	250,000	6	Feb. & Aug.	Boston.	1881	....
Saratoga & Whitehall (R. & S.):							Sullivan and Erie:						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Savannah, Albany & Gulf (A. & G.):							Summit Branch:						
Sectional Mort.....	316,000	7	Jan. & July.	New York.	Var.	....	1st Mortgage.....	800,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Savannah and Charleston:							Sunbury and Lewiston:						
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	Income Mort. gold.....	200,000	6*	" " "	" "	1891	....
Funded Interest bonds, guar.	111,800	7	" " "	New York.	1889	....	Suspens. Bridge & Erie June. (E.):						
Savannah, Griffin & North Ala.:							1st Mortgage.....	1,000,000	7	" " "	New York.	....	....
1st Mortgage for \$500,000 guar...	162,000	7	Jan. & July.	Macon.	1891	....	Syracuse, Bing. & N.Y. (DL & W):						
Savannah and Memphis:							1st Consol. Mortgage.....	1,750,000	7	April & Oct.	New York.	1906	....
1st Mort., gold, endor. by State.	16,000pm	6*	May and Nov.	New York.	1890	....	2d Mortgage (now 1st).....	270,000	7	June & Dec.	" "	1887	107
Schenectady & Susq. (D. & H. Can.)							Syracuse and Chenango Valley:						
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	1st Mort. gold, for \$500,000....	500,000	7*	Feb. and Aug.	New York.	1891	....
Schoolcraft & Three R. (LS & MS):							Tebbo and Neesho (M. K. & T.):						
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Seaboard and Roanoke:							Terre Haute & Indianapolis:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
Belma and Gulf:							Bonds of 1873 for \$1,000,000...	515,000	7	" " "	" "	1894	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Texas and Pacific:						
Belma, Marion and Memphis:							1st Mortgage, 8,000 per mile....	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	98
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	Consolidated Mortgage.....	7,543,000	6*	June & Dec.	" "	1905	81
Belma, Rome and Dalton:							Income and Land Grant.....	7,706,225	7	July.	N. Y. & Phil.	1915	31
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	Toledo, Can. Southern & Detroit:						
2d Mortgage.....	4,000,000	7	Jan. & July.	" " "	1891	....	1st Mortgage.....	1,500,000	7*	Jan. and July.	" "	1906	50
Equipment Mortgage.....	230,000	10	" " "	" " "	1881	....	Toledo, Peoria and Warsaw:						
Shamokin Valley & Pottaw. (N.C.):							1st Mortgage (Eastern Div.)....	1,600,000	7	June & Dec.	New York.	1894	106
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	103	1st Mortgage (Western Div.)....	1,900,000	7	Feb. and Aug.	" "	1896	106
Sheboygan and Fond du Lac:							2d Mort. conv. (").....	1,300,000	7	April & Oct.	" "	1886	....
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....						

AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.		Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	
			When.	Where.							When.	Where.			
Troy & Bennington (T. & B.):								Western Maryland:							
1st Mortgage sfg fund, guar....	\$9,700	7	Jan. & July.	Troy.	1878	....		1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	104	
Troy and Boston:								1st Mort. endor. by Balt.....	200,000	6	"	"	1890	114	
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....		2d Mort. " " " " " "	300,000	6	"	"	1890	100	
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....		2d Mort. endor. by Wash. Co...	300,000	6	"	"	1890	108	
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....		2d Mortgage preferred.....	600,000	6	"	"	1895	92	
Convertible Bonds.....	648,000	7	"	"	1882	....		3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	112	
Troy, Salem & Rutland (R. & S.):								4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....		Western Pacific (Cen. Pac.):							
Troy Union (and Depot):								1st Mort., assumed.....	2,735,000	6c	Jan. and July.	New York.	1890	107	
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....		Western Pennsylvania (Penn.):							
Tuckerton:								1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	101	
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....		1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1890	100	
Union Pacific:								General Mortgage.....	1,200,000	7	"	"	....	....
1st Mortgage gold, tax free.....	27,281,000	6c	Jan. & July.	N. Y. & Bost.	'96-'99	112		Western Union (Chl., M. & St. P.):							
1st Mort. Land Grant.....	7,145,000	7	Apr. and Oct.	"	1887	118		1st Mortgage for \$5,000,000....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subdly).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	....		West Jersey:							
3d Mortgage Sinking Fund.....	14,045,000	8	March & Sept.	New York.	1894	113		Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1893	80	
Omaha Bridge Bonds Sterling.....	2,225,000	8c	Apr. and Oct.	London.	1896	....		1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	108	
Union Pacific (Central Div.):								1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,000,000	6c	May and Nov.	New York.	1895	....		1st Mort. (Swedesboro) guar....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subdly).....	1,000,000	6	Jan. & July.	U.S. Treasury.	'96-'7-8	....		2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	96	
Union Pacific, S. Br. (M. & T.):								Consolidated Mortgage.....	1,000,000	7	"	"	1899	110	
1st Mortgage gold, sfg fund.....	3,220,000	6c	Jan. & July.	New York.	1899	84		West Wisconsin:							
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	40		1st Mort. land gr., gold sfg fund	3,900,000	7c	Jan. and July.	N. Y. or Lond.	1887	....
United N. J. R. R. & Canal Cos.:								1st Mort. (Southern Extension).	640,000	7c	"	"	1902	....
Loan of 1901 (United Company's)	3,000,000	6	March & Sept.	Philadelphia.	1901	109		White Water Valley:							
Sterling Loan \$369,200 (U. Co's)	1,844,000	5c	"	London.	1894	....		1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	19	
Sterling Loan \$360,000 ("")	1,800,000	6c	"	"	1894	....		Wico Mico and Pocumoke:							
Loan of 1894 St. Fund ("")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....		1st Mortgage.....	200,000	6	Jan. and July.	New York.	1893	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96		Williamston and Tarboro':							
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	London.	1890	....		1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Sterling S.F. \$282,000 (C. & A.)	1,310,000	6c	Feb. and Aug.	London.	1890	....		Wilmington, Colum. & Augusta:							
Loan of 1883 Camden & Amb'y	1,700,000	6	"	Philadelphia.	1883	105		1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	33	
Loan of 1899 ("")	866,000	6	June & Dec.	Princeton.	1899	103		Wilmington and Reading:							
Mortg. Loan ("")	5,000,000	6	May and Nov.	Philadelphia.	1889	112		1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43	
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1873	....		2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10	
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....		Wilmington and Weldon:							
Utah Central:								Sterling Bonds.....	648,700	6c	Jan. and July.	London.	1881	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....		Sterling Bonds.....	221,400	7c	May and Nov.	"	1886	....
Utah Southern:								Sinking Fund gold, Bonds.....	749,000	7c	Jan. and July.	New York.	1896	104	
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....		Wilmington and Western (Del.):							
Utica and Black River:								1st Mortgage.....	500,000	7.5	J. A. J. & O. Phil. & Wilm.	1892	....	
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....		Winona & St. Peter (C. & N. W.):							
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....		1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	109	
Utica, Ithaca and Elmira:								2d Mortgage \$12,000 p. m.....	1,680,000	7	May and Nov.	"	1907	105	
1st Mortgage, Sterling.....	1,500,000	7.5	Jan. & July.	London.	1902	....		Extension mortgage bonds.....	4,375,000	7c	June & Dec.	"	1916	....
Vermont Cent.—See Central Vt.								Wisconsin Central:							
Vermont and Massachusetts:								1st M. L. G. gold S. F. \$25,000pm	4,618,000	7c	Jan. and July.	Boston.	1901	15	
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	105		Worcester (Md.):							
Convertible bonds, tax free.....	200,000	7	"	"	1879	114		1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds.....	150,000	7	"	"	1885	167		Worcester and Nashua:							
Vicksburg and Meridian:								Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....		Plain Bonds.....	185,300	6	Various.	"	'81-'87	17	
2d series (blue).....	850,000	7	"	"	1890	....		Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	....
3d series (black).....	138,000	7	"	"	1890	....		Plain Bonds.....	490,000	7	Feb. and Aug.	"	1896	391	
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....		CANAL BONDS.							
Special Loan 1871.....	213,000	8	Jan. and July.	"	1890	....		Chesapeake and Delaware:							
Vineland:								1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1896	76	
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....		Chesapeake and Ohio:							
Virginia & Tennessee (A. M. & O.):								Sterling Loan guaranteed.....	4,375,000	6c	J. A. J. & O.	London.	1890	....
1st Mortgage.....	5,000	6	Jan. and July.	N. Y. & Lynch.	1873	....		Preferred Bonds (next lien).....	1,890,500	6	Jan. and July.	Baltimore.	1895	40	
2d Mortgage.....	990,000	6	"	"	1884	100		Delaware Division (L. C. & N.):							
3d Mortgage.....	999,000	8	March & Sept.	"	1900	110		1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1899	98	
5th Mortgage.....	94,191	8	Jan. and July.	"	1875	....		Delaware and Hudson:							
Registered Certificates.....	226,900	8	"	"	1880	....		1st Mort. 1st series, July 1, 1890	3,500,000	7	Jan. and July.	New York.	1894	103	
Funded Interest.....								reg. 3d series, Jan. 1, 1871	5,000,000	7	"	"	1891	104	
Wallkill Valley (Erie):								Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	104	
1st Mortgage gold, tax free.....	810,500	7c	Apr. and Oct.	New York.	1901	....		Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
Warren (D. L. & W.):								Lehigh Coal and Navigation:							
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....		Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	106		Convertible Debentures.....	41,550	6	"	"	1882	....
Warren & Franklin (F. T. & B.):								Convertible Loan, gold.....	771,000	6c	March & Sept.	"	1894	103	
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	83		1st Mortgage, registered.....	6,381,933	6	J. A. J. & O.	"	1884	107	
Warwick Valley (Erie):								1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	108	
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....		Mortgage (equip.) Loan, gold....	4,668,500	6c	June & Dec.	"	1897	103	
Wasatch and Jordan Valley:								Consolidated Mortgage.....	1,115,000	7	"	"	1911	94	
1st Mortgage.....	150,000	9c	May and Nov.	New York.	1893	....		Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	....
Washington City, Va. Mid. & Gt. So.:								Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	62		Monongahela Navigation:							
2d Mort. ("")	350,000	7	"	"	1891	....		1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	96		Morris (and Banking):							
2d Mort. ("")	1,200,000	6	Jan. and July.	"	1875	94		1st Mortgage.....	500,000	6					

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

[illegible]

Line	Station	Distance	Time	Rate	Notes
1	St. Louis	100	1:00	1.00	
2	St. Louis	100	1:00	1.00	
3	St. Louis	100	1:00	1.00	
4	St. Louis	100	1:00	1.00	
5	St. Louis	100	1:00	1.00	
6	St. Louis	100	1:00	1.00	
7	St. Louis	100	1:00	1.00	
8	St. Louis	100	1:00	1.00	
9	St. Louis	100	1:00	1.00	
10	St. Louis	100	1:00	1.00	
11	St. Louis	100	1:00	1.00	
12	St. Louis	100	1:00	1.00	
13	St. Louis	100	1:00	1.00	
14	St. Louis	100	1:00	1.00	
15	St. Louis	100	1:00	1.00	
16	St. Louis	100	1:00	1.00	
17	St. Louis	100	1:00	1.00	
18	St. Louis	100	1:00	1.00	
19	St. Louis	100	1:00	1.00	
20	St. Louis	100	1:00	1.00	
21	St. Louis	100	1:00	1.00	
22	St. Louis	100	1:00	1.00	
23	St. Louis	100	1:00	1.00	
24	St. Louis	100	1:00	1.00	
25	St. Louis	100	1:00	1.00	
26	St. Louis	100	1:00	1.00	
27	St. Louis	100	1:00	1.00	
28	St. Louis	100	1:00	1.00	
29	St. Louis	100	1:00	1.00	
30	St. Louis	100	1:00	1.00	
31	St. Louis	100	1:00	1.00	
32	St. Louis	100	1:00	1.00	
33	St. Louis	100	1:00	1.00	
34	St. Louis	100	1:00	1.00	
35	St. Louis	100	1:00	1.00	
36	St. Louis	100	1:00	1.00	
37	St. Louis	100	1:00	1.00	
38	St. Louis	100	1:00	1.00	
39	St. Louis	100	1:00	1.00	
40	St. Louis	100	1:00	1.00	
41	St. Louis	100	1:00	1.00	
42	St. Louis	100	1:00	1.00	
43	St. Louis	100	1:00	1.00	
44	St. Louis	100	1:00	1.00	
45	St. Louis	100	1:00	1.00	
46	St. Louis	100	1:00	1.00	
47	St. Louis	100	1:00	1.00	
48	St. Louis	100	1:00	1.00	
49	St. Louis	100	1:00	1.00	
50	St. Louis	100	1:00	1.00	
51	St. Louis	100	1:00	1.00	
52	St. Louis	100	1:00	1.00	
53	St. Louis	100	1:00	1.00	
54	St. Louis	100	1:00	1.00	
55	St. Louis	100	1:00	1.00	
56	St. Louis	100	1:00	1.00	
57	St. Louis	100	1:00	1.00	
58	St. Louis	100	1:00	1.00	
59	St. Louis	100	1:00	1.00	
60	St. Louis	100	1:00	1.00	
61	St. Louis	100	1:00	1.00	
62	St. Louis	100	1:00	1.00	
63	St. Louis	100	1:00	1.00	
64	St. Louis	100	1:00	1.00	
65	St. Louis	100	1:00	1.00	
66	St. Louis	100	1:00	1.00	
67	St. Louis	100	1:00	1.00	
68	St. Louis	100	1:00	1.00	
69	St. Louis	100	1:00	1.00	
70	St. Louis	100	1:00	1.00	
71	St. Louis	100	1:00	1.00	
72	St. Louis	100	1:00	1.00	
73	St. Louis	100	1:00	1.00	
74	St. Louis	100	1:00	1.00	
75	St. Louis	100	1:00	1.00	
76	St. Louis	100	1:00	1.00	
77	St. Louis	100	1:00	1.00	
78	St. Louis	100	1:00	1.00	
79	St. Louis	100	1:00	1.00	
80	St. Louis	100	1:00	1.00	
81	St. Louis	100	1:00	1.00	
82	St. Louis	100	1:00	1.00	
83	St. Louis	100	1:00	1.00	
84	St. Louis	100	1:00	1.00	
85	St. Louis	100	1:00	1.00	
86	St. Louis	100	1:00	1.00	
87	St. Louis	100	1:00	1.00	
88	St. Louis	100	1:00	1.00	
89	St. Louis	100	1:00	1.00	
90	St. Louis	100	1:00	1.00	
91	St. Louis	100	1:00	1.00	
92	St. Louis	100	1:00	1.00	
93	St. Louis	100	1:00	1.00	
94	St. Louis	100	1:00	1.00	
95	St. Louis	100	1:00	1.00	
96	St. Louis	100	1:00	1.00	
97	St. Louis	100	1:00	1.00	
98	St. Louis	100	1:00	1.00	
99	St. Louis	100	1:00	1.00	
100	St. Louis	100	1:00	1.00	

RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &c., &c.

1. *Noted as occurring*—the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."

Abstract of General Balance Sheet.									
Property and Assets.									
Liabilities.									
Operations.									
Earnings.									
Value of Shares.									
Market.									
Par.									
Dividends.									
Net.									
Gross.									
Freight.									
Passenger.									
Trains Moved.									
Railroad Operated.									
Surplus Income.									
Accounts.									
Bonds.									
Stocks.									
Accounts and Cash.									
Assets.									
Rolling Stock.									
Railroad.									
Companies.									
Rolling Stock.									
Freight.									
B. M. E.									
Pass.									
Engines.									
Railroad in progress.									
2d Track and Sidings.									
Branch Line.									
Main Line.									
Year ending.									
Oct. 31, 1876	56.6	32.6	72.1	152	69	281,172	North Pennsylvania	Pa.	6,799,915
Dec. 31, 1876	138.0	138.0	138.0	152	69	426,160	North Central	Pa.	13,310,000
Mar. 31, 1877	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Aug. 31, 1877	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Sept. 30, 1877	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Oct. 31, 1877	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Nov. 30, 1877	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Dec. 31, 1877	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Jan. 31, 1878	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Feb. 28, 1878	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Mar. 31, 1878	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Apr. 30, 1878	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
May 31, 1878	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Jun. 30, 1878	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Jul. 31, 1878	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Aug. 31, 1878	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Sept. 30, 1878	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Oct. 31, 1878	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Nov. 30, 1878	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Dec. 31, 1878	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Jan. 31, 1879	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Feb. 28, 1879	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Mar. 31, 1879	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Apr. 30, 1879	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
May 31, 1879	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Jun. 30, 1879	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Jul. 31, 1879	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Aug. 31, 1879	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Sept. 30, 1879	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Oct. 31, 1879	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Nov. 30, 1879	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Dec. 31, 1879	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Jan. 31, 1880	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Feb. 28, 1880	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Mar. 31, 1880	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Apr. 30, 1880	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
May 31, 1880	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Jun. 30, 1880	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Jul. 31, 1880	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Aug. 31, 1880	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Sept. 30, 1880	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Oct. 31, 1880	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Nov. 30, 1880	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Dec. 31, 1880	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Jan. 31, 1881	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Feb. 28, 1881	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Mar. 31, 1881	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Apr. 30, 1881	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
May 31, 1881	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Jun. 30, 1881	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Jul. 31, 1881	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Aug. 31, 1881	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Sept. 30, 1881	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Oct. 31, 1881	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Nov. 30, 1881	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Dec. 31, 1881	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Jan. 31, 1882	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Feb. 28, 1882	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Mar. 31, 1882	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Apr. 30, 1882	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
May 31, 1882	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Jun. 30, 1882	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Jul. 31, 1882	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Aug. 31, 1882	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Sept. 30, 1882	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Oct. 31, 1882	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Nov. 30, 1882	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Dec. 31, 1882	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Jan. 31, 1883	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Feb. 28, 1883	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Mar. 31, 1883	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Apr. 30, 1883	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
May 31, 1883	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Jun. 30, 1883	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Jul. 31, 1883	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Aug. 31, 1883	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Sept. 30, 1883	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Oct. 31, 1883	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Nov. 30, 1883	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Dec. 31, 1883	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Jan. 31, 1884	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Feb. 28, 1884	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Mar. 31, 1884	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Apr. 30, 1884	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
May 31, 1884	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Jun. 30, 1884	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Jul. 31, 1884	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Aug. 31, 1884	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Sept. 30, 1884	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Oct. 31, 1884	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Nov. 30, 1884	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Dec. 31, 1884	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Jan. 31, 1885	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Feb. 28, 1885	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Mar. 31, 1885	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Apr. 30, 1885	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
May 31, 1885	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Jun. 30, 1885	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Jul. 31, 1885	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Aug. 31, 1885	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Sept. 30, 1885	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Oct. 31, 1885	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Nov. 30, 1885	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Dec. 31, 1885	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Jan. 31, 1886	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Feb. 28, 1886	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Mar. 31, 1886	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Apr. 30, 1886	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
May 31, 1886	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Jun. 30, 1886	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Jul. 31, 1886	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Aug. 31, 1886	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Sept. 30, 1886	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Oct. 31, 1886	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Nov. 30, 1886	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Dec. 31, 1886	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Jan. 31, 1887	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Feb. 28, 1887	187.0	187.0	187.0	25	14	548	North Central	Pa.	13,310,000
Mar. 31, 1887	187.0	187.0	187.0	25	14				

Dec. 31, 1876	1876	1875	1874	1873	1872	1871	1870	1869	1868	1867	1866	1865	1864	1863	1862	1861	1860	1859	1858	1857	1856	1855	1854	1853	1852	1851	1850	1849	1848	1847	1846	1845	1844	1843	1842	1841	1840	1839	1838	1837	1836	1835	1834	1833	1832	1831	1830	1829	1828	1827	1826	1825	1824	1823	1822	1821	1820	1819	1818	1817	1816	1815	1814	1813	1812	1811	1810	1809	1808	1807	1806	1805	1804	1803	1802	1801	1800	1799	1798	1797	1796	1795	1794	1793	1792	1791	1790	1789	1788	1787	1786	1785	1784	1783	1782	1781	1780	1779	1778	1777	1776	1775	1774	1773	1772	1771	1770	1769	1768	1767	1766	1765	1764	1763	1762	1761	1760	1759	1758	1757	1756	1755	1754	1753	1752	1751	1750	1749	1748	1747	1746	1745	1744	1743	1742	1741	1740	1739	1738	1737	1736	1735	1734	1733	1732	1731	1730	1729	1728	1727	1726	1725	1724	1723	1722	1721	1720	1719	1718	1717	1716	1715	1714	1713	1712	1711	1710	1709	1708	1707	1706	1705	1704	1703	1702	1701	1700	1699	1698	1697	1696	1695	1694	1693	1692	1691	1690	1689	1688	1687	1686	1685	1684	1683	1682	1681	1680	1679	1678	1677	1676	1675	1674	1673	1672	1671	1670	1669	1668	1667	1666	1665	1664	1663	1662	1661	1660	1659	1658	1657	1656	1655	1654	1653	1652	1651	1650	1649	1648	1647	1646	1645	1644	1643	1642	1641	1640	1639	1638	1637	1636	1635	1634	1633	1632	1631	1630	1629	1628	1627	1626	1625	1624	1623	1622	1621	1620	1619	1618	1617	1616	1615	1614	1613	1612	1611	1610	1609	1608	1607	1606	1605	1604	1603	1602	1601	1600	1599	1598	1597	1596	1595	1594	1593	1592	1591	1590	1589	1588	1587	1586	1585	1584	1583	1582	1581	1580	1579	1578	1577	1576	1575	1574	1573	1572	1571	1570	1569	1568	1567	1566	1565	1564	1563	1562	1561	1560	1559	1558	1557	1556	1555	1554	1553	1552	1551	1550	1549	1548	1547	1546	1545	1544	1543	1542	1541	1540	1539	1538	1537	1536	1535	1534	1533	1532	1531	1530	1529	1528	1527	1526	1525	1524	1523	1522	1521	1520	1519	1518	1517	1516	1515	1514	1513	1512	1511	1510	1509	1508	1507	1506	1505	1504	1503	1502	1501	1500	1499	1498	1497	1496	1495	1494	1493	1492	1491	1490	1489	1488	1487	1486	1485	1484	1483	1482	1481	1480	1479	1478	1477	1476	1475	1474	1473	1472	1471	1470	1469	1468	1467	1466	1465	1464	1463	1462	1461	1460	1459	1458	1457	1456	1455	1454	1453	1452	1451	1450	1449	1448	1447	1446	1445	1444	1443	1442	1441	1440	1439	1438	1437	1436	1435	1434	1433	1432	1431	1430	1429	1428	1427	1426	1425	1424	1423	1422	1421	1420	1419	1418	1417	1416	1415	1414	1413	1412	1411	1410	1409	1408	1407	1406	1405	1404	1403	1402	1401	1400	1399	1398	1397	1396	1395	1394	1393	1392	1391	1390	1389	1388	1387	1386	1385	1384	1383	1382	1381	1380	1379	1378	1377	1376	1375	1374	1373	1372	1371	1370	1369	1368	1367	1366	1365	1364	1363	1362	1361	1360	1359	1358	1357	1356	1355	1354	1353	1352	1351	1350	1349	1348	1347	1346	1345	1344	1343	1342	1341	1340	1339	1338	1337	1336	1335	1334	1333	1332	1331	1330	1329	1328	1327	1326	1325	1324	1323	1322	1321	1320	1319	1318	1317	1316	1315	1314	1313	1312	1311	1310	1309	1308	1307	1306	1305	1304	1303	1302	1301	1300	1299	1298	1297	1296	1295	1294	1293	1292	1291	1290	1289	1288	1287	1286	1285	1284	1283	1282	1281	1280	1279	1278	1277	1276	1275	1274	1273	1272	1271	1270	1269	1268	1267	1266	1265	1264	1263	1262	1261	1260	1259	1258	1257	1256	1255	1254	1253	1252	1251	1250	1249	1248	1247	1246	1245	1244	1243	1242	1241	1240	1239	1238	1237	1236	1235	1234	1233	1232	1231	1230	1229	1228	1227	1226	1225	1224	1223	1222	1221	1220	1219	1218	1217	1216	1215	1214	1213	1212	1211	1210	1209	1208	1207	1206	1205	1204	1203	1202	1201	1200	1199	1198	1197	1196	1195	1194	1193	1192	1191	1190	1189	1188	1187	1186	1185	1184	1183	1182	1181	1180	1179	1178	1177	1176	1175	1174	1173	1172	1171	1170	1169	1168	1167	1166	1165	1164	1163	1162	1161	1160	1159	1158	1157	1156	1155	1154	1153	1152	1151	1150	1149	1148	1147	1146	1145	1144	1143	1142	1141	1140	1139	1138	1137	1136	1135	1134	1133	1132	1131	1130	1129	1128	1127	1126	1125	1124	1123	1122	1121	1120	1119	1118	1117	1116	1115	1114	1113	1112	1111	1110	1109	1108	1107	1106	1105	1104	1103	1102	1101	1100	1099	1098	1097	1096	1095	1094	1093	1092	1091	1090	1089	1088	1087	1086	1085	1084	1083	1082	1081	1080	1079	1078	1077	1076	1075	1074	1073	1072	1071	1070	1069	1068	1067	1066	1065	1064	1063	1062	1061	1060	1059	1058	1057	1056	1055	1054	1053	1052	1051	1050	1049	1048	1047	1046	1045	1044	1043	1042	1041	1040	1039	1038	1037	1036	1035	1034	1033	1032	1031	1030	1029	1028	1027	1026	1025	1024	1023	1022	1021	1020	1019	1018	1017	1016	1015	1014	1013	1012	1011	1010	1009	1008	1007	1006	1005	1004	1003	1002	1001	1000	999	998	997	996	995	994	993	992	991	990	989	988	987	986	985	984	983	982	981	980	979	978	977	976	975	974	973	972	971	970	969	968	967	966	965	964	963	962	961	960	959	958	957	956	955	954	953	952	951	950	949	948	947	946	945	944	943	942	941	940	939	938	937	936	935	934	933	932	931	930	929	928	927	926	925	924	923	922	921	920	919	918	917	916	915	914	913	912	911	910	909	908	907	906	905	904	903	902	901	900	899	898	897	896	895	894	893	892	891	890	889	888	887	886	885	884	883	882	881	880	879	878	877	876	875	874	873	872	871	870	869	868	867	866	865	864	863	862	861	860	859	858	857	856	855	854	853	852	851	850	849	848	847	846	845	844	843	842	841	840	839	838	837	836	835	834	833	832	831	830	829	828	827	826	825	824	823	822	821	820	819	818	817	816	815	814	813	812	811	810	809	808	807	806	805	804	803	802	801	800	799	798	797	796	795	794	793	792	791	790	789	788	787	786	785	784	783	782	781	780	779	778	777	776	775	774	773	772	771	770	769	768	767	766	765	764	763	762	761	760	759	758	757	756	755	754	753	752	751	750	749	748	747	746	745	744	743	742	741	740	739	738	737	736	735	734	733	732	731	730	729	728	727	726	725	724	723	722	721	720	719	718	717	716	715	714	713	712	711	710	709	708	707	706	705	704	703	702	701	700	699	698	697	696	695	694	693	692	691	690	689	688	687	686	685	684	683	682	681	680	679	678	677	676	675	674	673	672	671	670	669	668	667	666	665	664	663	662	661	660	659	658	657	656	655	654	653	652	651	650	649	648	647	646	645	644	643	642	641	640	639	638	637	636	635	634	633	632	631	630	629	628	627	626	625	624	623	622	621	620	619	618	617	616	615	614	613	612	611	610	609	608	607	606	605	604	603	602	601	600	599	598	597	596	595	594	593	592	591	590	589	588	587	586	585	584	583	582	581	580	579	578	577	576	575	574	573	572	571	570	569	568	567	566	565	564	563	562	561	560	559	558	557	556	555	554	553	552	551	550	549	548	547	546	545	544	543	542	541	540	539	538	537	536	535	534	533	532	531	530	529	528	527	526	525	524	523	522	521	520	519	518	517	516	515	514	513	512	511	510	509	508	507	506	505	504	503	502	501	500	499	498	497	496	495	494	493	492	491	490	489	488	487	486	485	484	483	482	481	480	479	478	477	476	475	474	473	472	471	470	469	468	467	466	465	464	463	462	461	460	459	458	457	456	455	454	453	452	451	450	449	448	447	446	445	444	443	442	441
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HICKLING & CO.

Many of the large dealers in the Stock Exchange look with contempt upon small speculators who prefer risking twenty or fifty dollars instead of venturing large amounts. There are, however, some dealers in stocks who are more disposed to meet the popular views on this question. Among these is the firm of Hickling & Co., of 42 Exchange Place, who were the first to give the general public the advantages of the Stock Exchanges, which had heretofore been monopolized by capitalists and speculators.

But the very large class of small capitalists who are by turns both speculators and investors, and who come under the denomination of the "general public," are hardly yet aware of the very large and profitable field for the employment of their money that has been opened to them by the exertions of Messrs. Hickling & Co. Thousands sink their ten or twenty dollars monthly in Havana Lottery Tickets, with an almost absolute certainty of losing it, when even a smaller amount put in the hands of Hickling & Co., as a margin, would give them a far better assurance of profit.

It is a noticeable fact that the Government has followed in the pathway indicated by the Messrs. Hickling by selling the U. S. Bonds in ten dollar lots and otherwise courting the support of the class they have so long and so injudiciously ignored.

Both the Government and Messrs. Hickling recognize that no great institution can long stand without the support of the people, and the day will soon come when the stock exchanges will be thankful that a few energetic men, such as the firm we refer to, have had the courage to break through old prejudices and inaugurate a mode of dealing more in accordance with the spirit of the times.

The Pennsylvania Railroad Company has awarded the contracts for the extension of the Pittsburgh, Virginia and Charleston Railroad from Monongahela City to Brownsville. The first three miles along Monongahela City were let to Fred, Gwinner, of Allegheny City. The next five miles to McGonigle & McGue, of Freeport. The next ten miles to Mr. Cummins, of Lancaster, Pa. The next five miles to John Swan, of Allegheny City. The work will be begun at once.

A mortgage has been recorded at Easton, Penn., for \$1,000,000 by the Pennsylvania, Poughkeepsie and New England Railroad Company in favor of George W. McPherran and Pierce C. De Sanque, of Philadelphia. The road was incorporated May 6, 1879, and will extend across the counties of Lebanon, Berks, Lehigh and Northampton to connect at Portland on the Delaware river with the South Mountain and Boston railroad.

A branch road from Springfield to the Falls of French Creek in Chester county is under consideration by the Wilmington and Northern R. R. Co., and preliminary surveys for the same have been made. The objective point is a bed of iron ore in that vicinity. Shafts have been sunk and mining operations are being pushed briskly by the Phoenix Iron Company and E. & G. Brooke of Birdsboro. In one place the ore is found to be 160 feet in thickness.

The Government Directors of the Union Pacific Railroad, recently appointed, are as follows: Nathaniel Niles, of New Jersey, George B.

Smyth of Iowa, Daniel Chadwick of Connecticut, Ralph B. Buckland of Ohio, and Charles C. House of Nebraska.

Coal Tonnage.

The leading coal carrying companies make the following reports of their tonnage for the year to May 31, 1879. Compared with their respective amounts carried to the same time in 1878:

	1879.	1878.
Philadelphia and Reading Railroad.....	3,489,004	2,204,750
Schuylkill Navigation.....	298,322	129,628
Lehigh Valley.....	1,844,698	1,546,893
Delaware, Lackawanna and Western.....	1,345,984	707,789
Shamokin.....	298,624	157,256
Central of New Jersey.....	1,489,667	742,429
United Railroads of New Jersey.....	359,941	291,881
Pennsylvania Coal.....	525,500	263,659
Delaware and Hudson.....	1,173,839	789,656
Huntington and Broad Top.....	131,985	93,802
Pennsylvania and New York.....	580,429	439,005
Clearfield, Pa.....	583,429	493,032

The formal opening of the Buffalo, Chautauqua Lake and Pittsburg Railway, of which Col. A. N. Martin, of New York, is President, and which is a consolidation of the Corry and State Line and the Dunkirk, Chautauqua and Pittsburg Railroads, took place on the 7th inst. The road has been very thoroughly repaired, 11 new trestles having been built, 8 filled up, 5 miles of new iron laid, over 45,000 new ties laid and contracted for, and extensions to Dunkirk and Fairpoint are being made. Under amicable arrangements with the Erie, Lake Shore, Atlantic and Great Western, Philadelphia and Erie, and the Pittsburg, Titusville and Buffalo Railroads, a very large increase of business has taken place. On June 15, the Wagner palace cars will commence running on the line from Buffalo to Pittsburg.

Judge Gilbert, Supreme Court, Kings county, has granted an order, on application of Thomas S. Sharp, receiver of the Long Island Railroad Company, granting that official authority to enter into a contract with the Brooklyn, Flatbush and Coney Island Railroad Company, to enable the receiver to acquire the use of a route to Coney Island. The party of the second part is to have the privilege of running trains on Atlantic avenue, between Bedford and Flatbush avenues, paying for the privilege twenty per cent of their gross earnings from the business done between the points named, and one cent per passenger to the Atlantic Avenue Railroad Company.

A certificate of the payment of the entire amount of the capital stock—\$100,000—of the New York Ferry Company was filed in the County Clerk's office on the 9th inst. It was signed by Joseph J. O'Donohue as President, and Seymour L. Hasted, John Englis, Henry Crossman, John G. Jenkins, and Michael W. Wall as Directors of the company. The corporation reserves the right to increase its capital to \$2,000,000.

We see it stated that the engineer corps of the Lehigh and Eastern Railroad Company are locating a new line from White Haven to Stroudsburg.

The bill authorizing savings banks to invest in District of Columbia 3.65 bonds was signed by the Governor on the 31st of May.

Philadelphia Stock Exchange.

Closing Prices for the week ending June 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.
Allegheny Val. 7 1/2-10s.....	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2
7s, Income.....	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
Camden & Am. 6s, 1883.....	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
6s, 1889.....	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
Mort. 6s, 1889.....	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
Camden and Atlantic.....	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
Preferred.....	48	48	48	48	48	48
1st mortgage.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
2d mortgage.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Catawissa.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Preferred.....	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2
New preferred.....	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2
7s, new.....	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2
Del. & Bound Brook.....	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2
Elmira & Williamport.....	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2
Preferred.....	4	4	4	4	4	4
7s.....	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
Hunt. & B. Top Mt.....	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
Preferred.....	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2
2d mortgage.....	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2
Lehigh Navigation.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
6s, 1884.....	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
Gold Loan.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Railroad Loan.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Conv. Gold Loan.....	39 1/2	39 1/2	39 1/2	39 1/2	39 1/2	39 1/2
Lehigh Valley.....	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
6s, new, coupon.....	121 1/2	121 1/2	121 1/2	121 1/2	121 1/2	121 1/2
6s, new, registered.....	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
7s.....	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
Consol. mort. 6s, reg.....	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
Little Schuylkill.....	84 1/2	84 1/2	84 1/2	84 1/2	84 1/2	84 1/2
Minerhill & Sch. Haven.....	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
North Pennsylvania.....	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2
1st mortgage 6s.....	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
2d mortgage 7s.....	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2
Gen'l mort. 7s, coup.....	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
Gen'l Mort. 7s, reg.....	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
Northern Central.....	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
Northern Pacific.....	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2
Preferred.....	59 1/2	59 1/2	59 1/2	59 1/2	59 1/2	59 1/2
7.30s.....	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2
Tennessee R. R. K.....	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
1st mortgage.....	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
Gen'l mortgage.....	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
Gen'l mort. reg.....	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
Consol. mort. 6s.....	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
Penn. & N.Y. Canal 7s.....	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
Penn. State 6s, 2d series.....	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
do. 3d series.....	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
do. 5s, new.....	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
Philadelphia City 6s.....	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2
6s, new.....	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2
Phila. and Reading.....	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2
Debtenture bonds.....	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2
7s, of 1893.....	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
7s, new convertible.....	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
Gen'l mortgage 7s.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Gen'l mortgage, reg.....	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2
Philadelphia and Erie.....	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
1st mortgage, 6s.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
2d mortgage, 7s.....	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2
Pittab. Cin. & St. L. 7s.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Pittab. Titusv. & Bufd.....	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2
7s.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Schuylkill Navigation.....	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
Preferred.....	75 1/2	75 1/2	75 1/2	75 1/2	75 1/2	75 1/2
6s, 1872.....	144 1/2	144 1/2	144 1/2	144 1/2	144 1/2	144 1/2
6s, 1882.....	164 1/2	164 1/2	164 1/2	164 1/2	164 1/2	164 1/2
6s, 1895.....	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
United Co. of N. Jersey.....	144 1/2	144 1/2	144 1/2	144 1/2	144 1/2	144 1/2
Hestonville, (Horse).....	164 1/2	164 1/2	164 1/2	164 1/2	164 1/2	164 1/2
Chestnut & Wal. (do.).....	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2
Green and Conate (do.).....	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2
2d and 3d streets (do.).....	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2
15th and 16th sts (do.).....	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2

Baltimore Stock Exchange.

Closing Prices for the week ending June 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.
Baltimore and Ohio.....	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2
6s, 1880.....	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2
6s, 1885.....	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2
Central Ohio.....	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2
1st mortgage.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Marietta & Cincinnati.....	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
1st mortgage, 7s.....	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2
2d mortgage, 7s.....	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2
3d mortgage, 8s.....	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2
Northern Central.....	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
2d mortgage, 6s, 1885.....	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
3d mortgage, 6s, 1900.....	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
6s, 1900, Gold.....	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
Orange and Alex. 1st.....	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
2d mortgage, 6s.....	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
3d mortgage, 8s.....	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
4th mortgage, 8s.....	58 1/2	58 1/2	58 1/2	58 1/2	58 1/2	58 1/2
O. Alex. & Manassas 7s.....	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
Pittab. & Connellav. 7s.....	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
Virginia 6s, Consol.....	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
Consol. Coupons.....	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
Deferred Certificates.....	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
Western Maryland.....	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
1st M., end. by Balt.....	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
2d M., do.....	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
3d M., do.....	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
1st M., unendorsed.....	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
2d M., end. Wash. Co.....	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
3d M., preferred.....	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
City Passenger R. R.....	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2

New York Stock Exchange.

Closing Prices for the week ending June 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11.
Adams Express.....	106	106	106	106	106	106
Albany and Susq.....	106	106	106	106	106	106
1st mortgage.....	106	106	106	106	106	106
2d mortgage.....	106	106	106	106	106	106
American Express.....	47	47	47	47	47	47
Atlantic & Pacific Tel. 40	40	40	40	40	40	40
Burl. C. R. & Nor.....	37	37	37	37	37	37
1st mortgage 6s.....	79	79	79	79	79	79
Canada Southern.....	56	56	56	56	56	56
1st mortgage guar.....	83	83	83	83	83	83
Central of N. Jersey.....	51	51	51	51	51	51
1st mortgage 1890.....	117	117	117	117	117	117
7s, consolidated.....	117	117	117	117	117	117
7s, convertible.....	117	117	117	117	117	117
Central Pacific 6s, gold 112	112	112	112	112	112	112
1st M. (San Joaquin).....	102	102	102	102	102	102
1st M. (Cal. and Or.).....	103	103	103	103	103	103
Land grant 6s.....	103	103	103	103	103	103
Chicago and Alton.....	83	83	83	83	83	83
Preferred.....	114	114	114	114	114	114
1st mortgage.....	118	118	118	118	118	118
Sinking Fund.....	106	106	106	106	106	106
Chic., Burl. & Quincy.....	115	115	115	115	115	115
7s Consol. 1905.....	120	120	120	120	120	120
6s, 1883.....	113	113	113	113	113	113
Chic., Mil. and St. Paul. 52	51	51	51	51	51	51
Preferred.....	90	90	90	90	90	90
1st mortgage, 6s.....	100	100	100	100	100	100
3d mortgage, 7 3-10s.....	111	111	111	111	111	111
7s, gold.....	111	111	111	111	111	111
1st M. (La. Crossed div.).....	111	111	111	111	111	111
1st M. (I. and M. div.).....	111	111	111	111	111	111
1st M. (I. and D. ext.).....	100	100	100	100	100	100
1st M. (C. & M. div.).....	113	113	113	113	113	113
Consolidated S. F.....	108	108	108	108	108	108
Chic. & Northwestern. 62	63	64	64	66	66	66
Preferred.....	95	94	94	96	97	97
1st mortgage.....	111	111	111	111	111	111
Sinking Fund.....	111	111	111	111	111	111
Consolidated 7s.....	119	119	119	119	119	119
Consol. Gold bonds. 112	112	112	112	112	112	112
Do. reg.....	111	111	111	111	111	111
Chic., Rock Isl. & Pac. 138	139	139	139	139	139	139
7s, 1890.....	110	110	110	110	110	110
6s, S. F.....	110	110	110	110	110	110
6s, 1917.....	110	110	110	110	110	110
Olev. Col. C. and Ind. 49	49	49	49	51	51	51
1st mortgage.....	101	101	101	101	101	101
Olev. & Pittsburg guar. 97	97	97	97	97	97	97
7s, Consolidated.....	108	108	108	108	108	108
4th mortgage.....	108	108	108	108	108	108
Olev. P. and Ash. 7s.....	108	108	108	108	108	108
7s, new.....	108	108	108	108	108	108
Col., Chi. & Ind. Cent. 64	74	74	74	74	74	74
1st mortgage.....	74	74	74	74	74	74
2d mortgage.....	25	25	25	25	25	25
Del. & Hudson Canal. 40	50	48	49	48	48	48
Reg. 7s, 1891.....	104	104	104	104	104	104
Reg. 7s, 1884.....	104	104	104	104	104	104
7s, 1894.....	104	104	104	104	104	104
Del., Lack. & Western. 59	59	59	59	58	58	58
2d mortgage 7s.....	104	104	104	104	104	104
7s, Convertible.....	104	104	104	104	104	104
7s, Consol. 1907.....	113	113	113	113	113	113
Erie Railway.....	27	27	27	27	27	27
Preferred.....	51	51	51	51	51	51
1st mortgage.....	108	108	108	108	108	108
2d mortgage.....	108	108	108	108	108	108
3d mortgage.....	108	108	108	108	108	108
4th mortgage.....	108	108	108	108	108	108
5th mortgage.....	108	108	108	108	108	108
7s, Consol. gold.....	110	110	110	110	110	110
Great Western 1st mort.....	108	108	108	108	108	108
2d mortgage.....	108	108	108	108	108	108
Hannibal & St. Joseph 22	21	21	21	21	21	21
Preferred.....	43	43	43	43	43	43
8s, Convertible.....	107	107	107	107	107	107
Illinois Central.....	86	89	85	84	84	84
Kansas Pacific.....	55	56	55	54	54	54
Lake Shore & Mich. So. 74	74	74	74	74	74	74
Consol. 7s.....	110	110	110	110	110	110
Consol. 7s, reg.....	110	110	110	110	110	110
2d Consolidated.....	95	95	95	95	95	95
Leh. & W. B. 7s, Con.....	114	114	114	114	114	114
Long Dock bonds.....	112	112	112	112	112	112
L'ville & Nash. 7s Cons.....	107	107	107	107	107	107
Metropolitan El. 1st M.....	77	77	77	77	77	77
Michigan Central.....	118	117	117	117	117	117
7s, 1902.....	110	110	110	110	110	110
8s, 1882, S. F.....	110	110	110	110	110	110
M. S. and N. I. 1st S. F.....	92	92	92	92	92	92
Morris and Essex.....	12	12	12	12	12	12
1st mortgage.....	112	112	112	112	112	112
7s of 1871.....	110	109	109	109	109	109
7s, Convertible.....	91	91	91	91	91	91
7s, Consolidated.....	98	98	98	98	98	98
New Jersey.....	119	119	119	119	119	119
N. Y. Cent. & Hud. Riv. 118	119	119	119	119	119	119
7s, Sinking fund, 1870.....	105	105	105	105	105	105
6s, Sinking fund, 1883 106	106	106	106	106	106	106
6s, Sinking fund, 1887.....	124	124	124	124	124	124
1st mortgage reg.....	137	137	137	137	137	137
N. Y. Elevated.....	115	115	115	115	115	115
1st mortgage.....	115	115	115	115	115	115
N. York and Harlem.....	115	115	115	115	115	115
Preferred.....	115	115	115	115	115	115
1st mortgage.....	115	115	115	115	115	115
1st mortgage, reg.....	122	122	122	122	122	122

New York Stock Exchange.

Closing Prices for the week ending June 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11.
N. Y. Lake Erie & W.....	73	73	73	73	73	73
2d Consolidated.....	73	73	73	73	73	73
2d 2d 5s fund.....	73	73	73	73	73	73
N. Y. N. Haven & Hart.....	170	170	170	170	170	170
North Missouri 1st M.....	117	117	117	117	117	117
Ohio and Mississippi.....	151	151	151	151	151	151
Preferred.....	39	39	39	39	39	39
2d mortgage.....	94	94	94	94	94	94
Consolidated 7s.....	111	111	111	111	111	111
Consol. Sinking fund.....	111	111	111	111	111	111
Pacific Mail S. S. Co. 18	18	18	18	18	18	18
Pacific R. R. of Mo.....	107	107	107	107	107	107
1st mortgage.....	107	107	107	107	107	107
2d mortgage.....	149	149	149	149	149	149
Panama.....	149	149	149	149	149	149
Pitts., Ft. W. & Chi. gold 108	109	109	109	110	110	110
1st mortgage.....	124	124	124	124	124	124
2d mortgage.....	124	124	124	124	124	124
3d mortgage.....	124	124	124	124	124	124
Pullman Palace Car.....	154	154	154	154	154	154
Quicksilver Mining Co. 15	15	15	15	15	15	15
Preferred.....	91	91	91	91	91	91
St. Louis & San Fran.....	23	23	23	23	23	23
Preferred.....	11	11	11	11	11	11
1st Preferred.....	23	23	23	23	23	23
St. L., Alton and T. H.....	23	23	23	23	23	23
Preferred.....	116	116	116	116	116	116
1st mortgage.....	116	116	116	116	116	116
2d mort. preferred.....	84	84	84	84	84	84
Income bonds.....	56	56	56	56	56	56
St. L., Iron Mt. & S. H.....	26	26	26	26	26	26
1st mortgage.....	115	115	115	115	115	115
2d mortgage.....	115	115	115	115	115	115
St. L., Jack. & Chi. 1st.....	15	15	15	15	15	15
St. L., Kan. City & N. 15	15	15	15	15	15	15
Preferred.....	41	41	41	41	41	41
Tol., P. & W. 1st E. D.....	106	106	106	106	106	106
1st mort. West. Div.....	106	106	106	106	106	106
Union Pacific.....	75	75	75	75	75	75
1st mortgage.....	112	112	112	112	112	112
2d mortgage.....	112	112	112	112	112	112
Land Grant 7s.....	113	113	113	113	113	113
Sinking Fund 8s.....	114	114	114	114	114	114
United States Express. 46	46	46	46	46	46	46
Wabash.....	34	34	34	34	34	34
1st mortgage.....	109	109	109	109	109	109
2d mortgage.....	86	86	86	86	86	86
7s, Consolidated.....	72	72	72	72	72	72
St. Louis Division.....	93	93	93	93	93	93
Wells-Fargo Express.....	99	99	99	99	99	99
Western Pacific bonds.....	100	100	100	100	100	100
Western Union Tel.....	113	113	113	113	113	113
7s, S. F. conv., 1900.....	115	115	115	115	115	115

Boston Stock Exchange.

Closing Prices for the week ending June 11.

	Th.5	F.6	Sat.7	M.9	Tu.10	W.11
Atch., Top. and Sap. Fe 115	115	114	114	115	115	115
1st mortgage.....	114	114	114	114	114	114
2d mortgage.....	114	114	114	114	114	114
Land Grant 7s.....	114	114	114	114	114	114
Income 8s.....	114	114	114	114	114	114
Boston and Albany.....	135	135	135	135	135	135
7s, reg.....	135	135	135	135	135	135
6s, 1896.....	135	135	135	135	135	135
Boston and Lowell.....	112	112	112	112	112	112
7s.....	112	112	112	112	112	112
Boston and Maine.....	112	112	112	112	112	112
Boston and Providence.....	115	114	114	114	114	114
Boston, Hart. & Erie 7s 36	36	36	36	36	36	36
Burl. & Mo. R. L. G. 7s.....	119	119	119	119	119	119
Burl. & Mo. R. L. G. 7s.....	119	119	119	119	119	119
6s, exempt.....	106	106	106	106	106	106
Chic., Burl. and Quincy.....	115	115	115	115	115	115
7s.....	115	115	115	115	115	115
6s, new.....	115	115	115	115	115	115
Chic., Sand. and Cleve.....	71	71	71	71	71	71
Concord (850).....	15	15	15	15	15	15
Connecticut River.....	15	15	15	15	15	15
Eastern.....	15	15	15	15	15	15
New 3 1/2 Bonds.....	73	73	74	75	74	74
Fitchburg.....	115	115	115	115	115	115
Kan. C., Top. & West.....	115	115	115	115	115	115
1st mortgage.....	115	115	115	115	115	115
Michigan Central.....	78	78	78	78	78	78
Naahua and Lowell.....	105	105	105	105	105	105
N. Y. & New England.....	84	84	84	84	84	84
7s.....	106	106	106	106	106	106
Northern, N. H.....	82	83	83	83	83	83
Norwich & Worcester.....	124	124	124	124	124	124
Ogden & Lake Cham 16	15	15	15	15	15	15
Preferred.....	15	15	15	15	15	15
Old Colony.....	101	101	101	101	101	101
7s.....	101	101	101	101	101	101
Ph., Wil. & Balt. (850) 67	67	67	67	67	67	67
Portl., Saco & Ports.....	107	107	107	107	107	107
Pueblo & Ariz. Val.....	64	64	64	64	64	64
7s.....	106	106	106	106	106	106
Pullman Palace Car.....	82	82	82	82	82	82
Union Pacific.....	75	75	75	75	75	75
8s.....	109	109	109	109	109	109
Land Grant 7s.....	112	112	112	112	112	112
Sinking Fund 8s.....	112	112	112	112	112	112
Vermont and Canada.....	117	117	117	117	117	117
Vermont and Mass.....	118	118	118	118	118	118
Worcester and Naahua 51	51	51	51	51	51	51
Cambridge (Horse).....	100	100	100	100	100	100
Metropolitan (").....	62	62	62	62	62	62
Middlesex (").....	100	100	100	100	100	100
Cal. & Hecla Mining Co.....	179	179	179	179	179	179
Quincy.....	13	13	13	13	13	13

There is little change to note in the other denominations of Government's.

A Government Bond decision rendered by Judge Sedgwick, of the Superior Court, this week, is of importance to all dealing in those securities. The facts of the case, briefly stated, are that in February, 1876, Messrs. Levy & Newgrass, wholesale tobacco merchants of this city, bought, through Messrs. Kuhn, Loeb & Co. of Wall Street, \$100,000 U. S. Bonds of 1881; that firm finding the money and carrying the bonds at 4 per cent. The bonds declining, Messrs. Levy, on the advice of Messrs. Kuhn & Co., bought a further sum of \$100,000 of U. S. Bonds of 1867. These also declined in value, and in January of last year the bankers who had already received \$10,000 on margin from Messrs. Levy rendered them an account for \$12,000 further deficiency, and on that firm's refusing to pay, sold \$100,000 of bonds at the Exchange Salesrooms and brought suit for the loss sustained on the transaction.

It appeared that Messrs. Kuhn, Loeb & Co. had of Messrs. Levy & Newgrass some time previous to January, 1878; the Court accordingly held that they could not maintain an action for the balance of their advances as in the absence of an express agreement to the contrary the brokers were obliged to carry the identical bonds first purchased. The Court distinguished between Government bonds and shares of stock in that shares of stock are but imaginary divisions of the capital of a corporation, whereas Government bonds are like promissory notes, each being an express promise to pay a sum of money, one not being equivalent to though of equal value with another. The law in this case is so clearly against the equities of it, and similar transactions, accepted without question, are of such frequent occurrence, that bankers will do well to note this down for repudiation opened by the Court for dishonest speculation.

The price of silver in London has experienced a reaction from its sudden rise, and is now quoted at 51½d. per ounce. This is due in some measure to the requirements of the Government of British India being considerably reduced below their first estimate. The absence of any other market for the quantity the advance brought out will fully account for the fall.

Sterling Exchange is quoted at 4.87½@4.89½ for short and 60 days bills. In addition to the 750,000 exported last week, a shipment of \$250,000 gold coin was made by the same bankers today (Wednesday), whose arrangements admit of this being done before the full specie exporting point has been reached. Commercial sterling is scarce.

State Bonds have been very quiet, with the exception of Louisiana consols, in which the repudiation proceedings have created a flurry. By a London telegram we learn that the Chairman of the Council of Foreign Bondholders in that city has, at the request of holders of Louisiana Bonds, sent a protest to the Governor of the State against any attempt to interfere with the refunding act of 1874. Last week's price of 39½ succeeded by a rise to 43, has steadied down to 41½ to 42.

We are credibly informed that the decision of the Courts, compelling the State of Arkansas to

receive its Railroad Aid Bonds at par from the roads to which they were issued, has actually been made; and that the Memphis and Little Rock Railroad can now utilize the \$600,000 of those bonds which it has been engaged for some time past in taking out of the market at prices varying from 3 to 7 cents on the face value.

The stock market on the whole has been strong, every description that would fairly admit of a rise having made an upward movement. Union Pacific has advanced to 77, and rumors of much higher prices are being circulated. Western Union Telegraph commenced the week at 115, on the belief that a definite settlement of the surplus stock division question would be made at the meeting on Wednesday. This was verified by the result, as at the Board meeting on that day the directors passed a resolution to divide the stock held in reserve in a pro rata among the present holders. This is equivalent to a 17 per cent. stock dividend. The regular quarterly dividend of 1½ per cent. was also declared, and the quoted price then fell from 116 to 115½.

A statement of the earnings of the New York, Lake Erie & Western Railroad for March, 1878 and 1879, given elsewhere, shows an increase in gross earnings of 209,571.97, with an increase in expenses of \$119,636.05, making the increase in net earnings for the month \$89,935.92; but for the six months of the present financial year, ending with March, the net earnings show a decrease of \$343,268.49. The effect of this showing has been to diminish speculative interest rather than to interfere with present quotations. A fall of about 1 per cent. in the 2d consols from 78½ to 77½ is the most important change.

Philadelphia advices report the subscription to the new Pennsylvania State Loan of two millions to be largely in excess of the amount asked for. The whole amount placed at 4 per cent., and at an average premium of 1½, and was taken in Philadelphia. The term is 15-25 years.

All the denominations of the issues of the Northern Pacific Railroad are active in the Philadelphia market, which has almost a monopoly of them. The recent loan of \$2,000,000 to that company and a re-organized Board, give promise of better progress in the through building than has been seen recently. Jarvis Lord, of Rochester, and others, who have contracted to grade the extension to the Yellowstone, for 15 cents a yard, are reported to have sub-let it at 13, and that there being no profit in that rate, the work is likely to drag. The management will have to look to this. The sale of the Saint Paul and Pacific, one of the N. P. R. R's feeders is announced as having taken place at St. Louis on the 5th. The Saint Paul, Minneapolis and Manitoba line, a new organization, having bought it, it will now form an important link in the through Northern route, and strengthen the N. P. R. R's stock in the financial market.

From Boston the last weekly statement of the National Banks shows an increase of half a million in deposits and about the same amount in loans, but no change sufficiently material to disturb the equanimity of the money market there. Stocks and Bonds continue firm, with a slight tendency to lower prices in the securities of the Western lines centering in that market. Denver

and Rio Grand present the most decided relapse, being now quoted at 26½ against 29½ on May 24th.

The interest on the Denver Extension Bonds is announced as about to be paid. The Boston Journal remarks that this line must not be confounded with the Denver and Rio Grande road, the bonds a question covering the Western Extension of the Kansas Pacific R. R. 23¼ per cent. interest is now due, of which 14½ is proposed to be paid.

Baltimore advices report firm prices for Baltimore & Ohio at 108. Northern Central at 17 bid, and Central Ohio preferred at 49, the highest figure reached since the re-organization of the company. Though the transaction was for only 5 shares it made a price below which sellers were not willing to go. Marietta's are at nominal quotations. Orange and Alexandria's were firm at 95 to 96 for seconds, and 54 to 56 thirds.

The opening of a real estate exchange in this city on the principle of the Mining and Stock Exchanges, is a fact worthy of notice. The officers of the company, which is chartered by a special act of the Legislature, are Thomas H. Braisted, President, J. T. Banker, Secretary, and Thos. S. Thorp, Treasurer. The old post office furnishes an admirable salesroom for the association, and the other appointments for the convenience of subscribers are most ample. There are enough real estate agencies in this city to give the association a large roll of subscribers.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York—Frankfort and Kokomo R. R., 24¾; do. 1st, 93¾; Missouri, Kansas and Texas R. R., 11¾; do. consol. ass., 65¾; do. 2d, 29½; New York and Boston Air Line pref., 42¾; Chesapeake and Ohio R. R., 6; do. 1st pref., 11½; do. 2d pref., 7¾; do. cur. int., 19¾; do. 1st, Series B, 43¾; Ind., Cin., and Laf. R. R., 3¾; Louisville and Nashville R. R., 55; Nashville, Chattanooga and St. Louis R. R., 40½; Rensselaer and Saratoga R. R., 105½; Marietta and Cincinnati 1st pref., 8; New Jersey Southern R. R., 2½; Dubuque and Sioux City R. R., 66; Jefferson 1st, 104; N. Y. Central 6s, sub. bonds, 104; Toledo and Wabash Equip., 25; Rome, Watertown and Ogdensburg 7s, consol., 53; Louisiana and Missouri River 2½, 98; Buffalo, New York and Erie 1st, 1916, 115; Denver and Rio Grande 1st, 94½; Kansas Pacific 7s, Denver div., trust rec. ass., ex-int., 102½; Cincinnati and Spring. 1st, guar. by Lake Shore, 104; do. by Clev., Col., Cin. and Ind. R. R., 95¾; Col., Chi. and Ind. Cent. 1st, trust. certif. ass., 70¾; Central of New Jersey 1st consol. ass., 93¾; do. conv. ass., 94½; do. Adm't, 101¾; St. Louis and Iron Mt. ass., 26¾; do. 1st inc., 69; Chicago, St. Paul and Minn. R. R., 29¾; do. 1st, 101; do. L. G. inc., 82¾; Lehigh and Wilkesbarre consol. ass., 68; do. inc., 57; Chicago and Northwestern ext. bonds, 108¾; Kansas Pacific 1st, F. & A., with coupon certif., 117¾; do. J. & D., with coupon certif., 118¾; St. Louis, Kansas City and Northern R. E. 7s, 104; East Tenn., Va. and Ga. 1s, 108; South Pacific 1st, 99¾; Chicago, St. Louis and New Orleans 7s, 96; Delaware and Hudson 1st, Penn. div., 108; Keokuk and Des Moines 1st, 98¾; St. Louis and

San Francisco 2d, class B, 44; do. A, 73; Kansas Pacific 7s, Leavenworth Br., 83; Cleve., Col., Cio. and Ind. consol., 99½; Cairo and Fulton 1st, 100½; Albany and Susq. 1st consol., 102; Hannibal and Central Mo. 1st, 105; Cedar Falls and Minn. 1st, 103½; Winona and St. Peter 2d, 105; Syracuse, Binghamton and New York 1st, 107½; Sutro Tunnel, 4½; Standard Mining Co., 30½; Homestake, 37; Pennsylvania Coal, 142; Maryland Coal, 13; Consol. Coal, 22; Am. Coal, 33½; Gold and Stock Tel., 80; Am. Dist. Tel., 28; Canton, 44; Missouri 6s, Fund., 1894, 111; do. 1886, 107½; Louisiana 7s, consol., 40½; North Carolina 6s, old, J. & J., 25½; do. fund act 1866, 8½; do. s. t., 3; do. non fund., 2½; Tennessee 6s, new, 82; do. old, 84; Missouri 6s, H. & St. J. issue 1887, 106; Virginia 6s, def., 8½; Quebec 5s, 1908, 100¾. The latest quotations are: Adams Express, 106@106½; American Express, 47¾@48; Atlantic and Pacific Telegraph, 89@40; Central Railroad of New Jersey, 51¾@51¾; Chicago, Burlington and Quincy, 115½@115½; Chicago and Alton, 82@82½; do. pref., 112@115; Chicago and Northwestern, 66¾@66¾; do. pref., 97@97½; Chicago, Milwaukee and St. Paul 52¾@52¾; do. pref., 91¾@91¾; Chicago, Rock Island and Pacific, 139¼@139¼; Cleveland, Columbus, Cincinnati and Indianapolis, 50¾@51; Cleveland and Pittsburg, 96¾@97; Delaware and Hudson Canal, 48½@48½; Delaware, Lackawanna and Western, 58¾@58¾; Erie, 27¾@27¾; do. pref., 51¾@51¾; Hannibal and St. Joseph, 21½@21½; do. pref., 43¾@43¾; Illinois Central, 86¾@86¾; Kansas Pacific, 54@—; Lake Shore and Michigan Southern, 75¾@75¾; Michigan Central, 77@77¼; Morris and Essex, 89¾@89¾; N. Y. Central and Hudson River, 119½@120; New York and Harlem, 160@164; Ohio and Miss., 15@15½; do. pref., 38½@39; Pacific Mail, 15½@16; Panama, 148@150; Pittsburg, Ft. Wayne and Chicago, 110@110½; Quicksilver, 14½@15½; do. pref., 38@45; St. Louis, Kansas City and Northern, 14½@14½; do. pref., 40½@40½; Union Pacific, 76¾@76¾; U. S. Express, 46¾@47; Wells Fargo Express, 100@100½; Western Union Telegraph, 115@115½; Wabash, 37@37½.

United States currency 6s, 121@126½; do. 6s, 1880, registered, 103¾@104½; do. coupon, 106¾@107½; 6s, 1881, registered, 104¾@104¾; do. coupon, 107¾@107¾; 5 per cents, 1881, registered, 103¾@103¾; do. coupon 103¾@103¾; 4½ per cents, 1891, registered, 106@106½; do. coupon, 106@106½; 4 per cents, 1907, reg., 101½@101½; do. coupon, 102½@102¾.

Philadelphia.—Texas Pacific 1st mort. 6s, 98½; Philadelphia and Reading Income 7s, 68; do. consol. gold 6s, reg., 99; do. scrip, 69½; Steubenville and Indiana 6s, A. & O., 104½; do. M. & N., 103½; Western Pennsylvania 6s, 101; Schuylkill Nav. 7s, B. L., 74; Northern Central 6s, 68; Pennsylvania Canal 6s, 75; Susq. Coal, 6s, 98½; Lehigh Nav. consol. mort. 7s 94½; Am. S. S. Co. 28½; do. 6s, 95½; Belvidere Delaware 2d mort., 107; Warren and Franklin 7s, 88½; Central Transp., 44½; Empire Car Trust, 101; Union Pass. R. R., 90; Peoples' Passenger R. R., 18¾; Spruce and Pine Streets R. R., 51; Germantown Pass. R. R., 67; Philadelphia and Trenton R. R., 143; St. Paul and Duluth R. R., 10; Newquehoning Valley R. R., 54; Philadelphia, Ger-

mantown and Norristown R. R., 103. The latest quotations are: City 6s, 105½@106½; do. free of tax, 118½@119; Pennsylvania State 6s, 2d series, 102@102½; do. 3d series, 108@110½; do. 6s, new loan, 118@118½; Philadelphia and Reading, 20¼@20¾; do. Gen'l mort. 7s, coup., 110¾@110¾; do. reg. 111½@111½; do. mort., 6s, 1880, 104¼@105½; do. 7s, new conv., 65@67; do. 7s, 1893, 118@118½; United New Jersey R. R. and Canal Co., 143¾@144½; Pittsburg, Titusville and Buffalo R. R., 5¾@5½; do. 7s, 25@31; Camden and Amboy mort. 6s, 1889, 112½@112½; Pennsylvania R. R., 37¾@37¾; do. 1st mort., 105½@105½; do. gen'l mort., coupon, 115½@115½; do. reg., 115½@116; do. consol. mort. 6s, reg., 108@109½; Little Schuylkill R. R., 46¾@46¾; Morris Canal, 52@55; do. pref., 135@135½; Susq. Canal, 5¼@8; do. 6s, 32@33; Schuylkill Nav. 4½@5; do. pref., 9½@10; do. 6s, 1882, 74½@75½; do. 1872, 100¾@100½; Elmira and Williamsport pref., 45@45½; do. 7s, 111@116½; do. 5s, 80@80½; Lehigh Coal and Navigation, 25¾@25¾; do. 6s, 1884, 107@107½; do. R. R. loan, 107½@107½; do. Gold Loan 108@108½; North Pennsylvania, 47@48; do. 6s, 110½@110½; do. 7s, 118@118½; do. Gen'l mort. 7s, reg., 115½@117; Philadelphia and Erie, 10@10½; do. 6s, 106@107; do. 7s, 110@120; Minehill, 58¾@58¾; Catawissa, 11@14¼; do. pref., 43¾@43¾; do. new pref., 41¾@42½; do. 7s, 1900, 111@111½; Lehigh Valley 39¼@39¾; do. 6s, coupon, 116@117; do. reg., 113@114½; do. 7s, reg., 121@121½; do. consol. mort., 105¾@105¾; Fifth and Sixth streets (horse), 100@105; Second and Third, 84@100; Thirteenth and Fifteenth, 64@65½; Spruce and Pine, 50¾@51½; Green and Coates, 89¾@90¼; Chestnut and Walnut, 77@80; Hestonville, 16¾@17; Germantown, 66¾@67½; Union, 90@91; Lombard and South, 15@18; West Philadelphia, 60@70.

Baltimore.—Virginia Peelers, 40; Virginia Black scrip, 17; Virginia consol coupons July, 1879, 77; Baltimore City 5s, 1894, 109; do. 1916, 109½; do. 6s, 1890, 116½; Baltimore and Ohio scrip, 108; do. 2d pref., 102¾; Central Ohio pref., 49; Atlantic Coal, 0.74; Santa Clara Mining Co., 5; do. bonds, 35. The latest quotations are: Cincinnati and Baltimore, 7s, @100—; Richmond and Danville 1st mort., 1880, 95@—; Pittsburg and Connellsville 7s, 1898, 109¾@111; Baltimore and Ohio, 108@108½; do. scrip 108@108½; do. 6s, 1880, 103@—; do. 1885, 108@109; Northern Central, 17@18; do. 6s, 1885, 108¾@—; do. 6s, 1900, 107@109; do. 6s, 1900, gold, 104¾@106; Marietta and Cincinnati 1st mort. 1892, 89@90½; do. 2d mort. 7s, 37@37½; do. 3d mort. 8s, 14½@15; Central Ohio, 30¾@—; do. pref., 45@50; do. 1st mort., 107½@108; Western Maryland 1st mort. unindorsed, 103@—; do. 2d mort. pref., 91@—; do. 2d mort., guar. by Washington Co., 108@—; Virginia and Tennessee 2d mort. 6s, 100@102; do. 3d mort. 8s, 110@114; Orange and Alexandria 2d mort. 6s, 90@100; do. 3d mort., 51¼@59; do. 4th mort. 8s, 25@30; Orange, Alex. and Manassas 7s, 62@63; Baltimore 6s, 1884, 109@—; do. 1886, 110@111; do. 1886, new, 110@111; do. 1890, 115½@116; do. 1893, 115@117½; do. 1900, 116½@—; do. 1900, new, 116@—; do. 1902, 115½@—; do. 1902, new, 117@117½; do. 6s, exempt, 118@120; do. 5s, 1894, 109@109½; do. 5s, 1916,

109½@110½; Maryland Defense 6s, 1883, 106@—; do. 6s, exempt, 114@—; do. 6s, 1890, 110@—; do. 5s, 100@—; Virginia consol. 6s, 58½@58½; do. 2d series, 40@41; Virginia Consol. coupons, 79@80; West Virginia def. certif., 7@8½; Baltimore City Passenger R. R., 37¾@38; Canton Co., @50; do. gold 6s, 105@110; Union R. R., Canton end., 110@—; Marietta and Cincinnati 1st mort. Sterling, 85@86; Santa Clara Mining Co., 5@6½; George's Creek Coal, 55@—.

Boston.—Kansas City, Lawrence and Southern R. R., 27; Kansas City, St. Joseph and Council Bluffs R. R., 10; do. 1st mort., 96¾; Indianapolis, Cincinnati and Lafayette R. R., 1½; Denver and Rio Grande R. R., 26; do. 7s, 93½; Kansas City, Fort Scott and Gulf R. R., 12; do. 7s, 100; Rutland pref., 15; do. 8s, 80½; Chicago, Duquesne and Minnesota R. R., 40; Atchison and Nebraska R. R., 30½; do. 7s, 1908, 105; Manchester and Lawrence R. R., 137; Republican Valley R. R., 128½; do. 6s, 102¾; Cheshire R. R., 80½; Boston, Revere Beach and Lynn R. R., 97; New Mexico and Southern Pacific 7s, 101; Detroit, Lansing and Northern pref., 97½; do. 7s, 109½; Portsmouth, Gt. Falls and Conway R. R., 7½; Cedar Rapids and Missouri River R. R., 101½; Iowa Falls and Sioux City 7s, 1917, 104¾; Cheshire 6s, 1898, 102¾; Vermont Central 1st mort., 9½; Connecticut and Pass. Rivers R. R. pref., 43¾; Sandusky City and Indiana 1st mort., 101; Omaha and Southwestern 1st mort., 8s, 1896, 118½; Columbus, Springfield and Cincinnati 1st, 1901, 53; Quincy Bridge, 132½; Boston Land, 43½; Boston Water Power, 2½; Cincinnati 7.30s, 1906, 112¼; New Haven 5s, 1897, 105; Toledo 8s, 1893, 115½; St. Louis County 6s, 1892, 106¾; Quebec 5s, 1908, gold, 100½; Duncan Silver Mining Co., 4; Silver Islet, 37.

James River Valley Railroad.

Mr. Geo. R. Blanchard, Vice President of the New York, Lake Erie and Western Railroad, has been making an examination of the works of the James River and Kanawha Company, at the instance of the friends of the proposed railroad. He reports that the tow-path is well-suited for a road-bed, and that the road could be easily constructed; but upon the great question of revenues he is not yet satisfied. The great mineral resources along the route, says Mr. Blanchard, are yet undeveloped; it is not reasonable to expect much through business, and the evidence of local business furnished by the canal was unsatisfactory. Mr. Blanchard proposes to continue his examinations.

The lease of the Perkiomen Valley Railroad to the Philadelphia and Reading Railroad Company has been canceled; but the stock and bonds of the former company are still guaranteed by the latter.

The New Castle and Franklin Railroad has passed into the hands of a trustee, and will be offered at public sale in September. The road is held on a bonded indebtedness of \$800,000.

The Philadelphia and Reading Railroad Company will commence to run coal over the Central Railroad of New Jersey to Elizabeth on Monday next.

NATIONAL AND STATE SECURITIES.

National Securities, June 1, 1879.					Marked (*) signifies "interest not paid."					Marked (*) signifies "interest not paid."				
Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.	Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.	Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.
Loan of June 14, 1858.....registered	\$40,000	5	Jan. & July.	1874	.....	Maryland (continued):								
Loan of February 8, 1861.....registered	14,099,000	6	Jan. & July.	1880	104	.. State Loans (10-16 year) 1872 to 1878...	\$965,000	6	Jan. & July.	'85-'89	....		
Oregon War Bonds of March 2, 1861....coupon	4,316,000	6	Jan. & July.	1880	107	.. Massachusetts—(\$31,869,430):								
Loan of July 17, and Aug. 5, 1861....registered	132,018,150	6	Jan. & July.	1881	104	.. Defenses and Bounty (1863) loans, gold.	1,098,000	5	Jan. & July.	1883	....		
Loan of March 3, 1863.....coupon	51,308,200	6	Jan. & July.	1881	104	.. Defenses and Bounty (1864) loans, etc.	8,383,244	5	May & Nov.	1894	....		
Loan of March 3, 1864.....coupon	56,323,750	6	Jan. & July.	1881	107	.. War Loan, (1860) etc.	7,056,130	5	Jan. & July.	1889	....		
Loan of March 3, 1864.....coupon	18,676,250	6	Jan. & July.	1881	104	.. Troy & Greenfield R.R. bonds, '68 to '68.	6,873,453	5	"	'88-'93	....		
Loan of March 3, 1864.....coupon	135,702,050	6	Jan. & July.	1881	107	.. Troy & Green R.R. bonds, 1871 to '75.	200,000	5	April & Oct.	'91-'95	....		
Loan of March 3, 1864.....coupon	48,268,150	6	Mar. & Sept.	1904	....	.. Southern Verm. R.R. bonds, 1860, gold	3,599,021	5	"	1890	....		
Loan of March 3, 1864.....coupon	6,796,800	6	Jan. & July.	1887	....	.. B. H. & Erie R. R. Loan, 1868 and 1869.	230,000	5	Jan. & July.	1890	....		
Loan of March 3, 1864.....coupon	31,211,300	6	Jan. & July.	1887	....	.. Back Bay Land bonds, 1861 and 1862...	700,000	5	May & Nov.	1880	....		
Loan of March 3, 1864.....coupon	14,127,100	6	Jan. & July.	1888	....	.. Harbor Improv. (5-20) bonds, 1874 & '76	3,742,280	5	Jan. & July.	'94-'96	....		
Loan of March 3, 1864.....coupon	19,100,200	6	Jan. & July.	1888	....	.. State Institution bonds, 1874 to 1877 gld.	591,000	6	Various.	'94-'96	....		
Funded Loan July 14, 1870.....registered	268,385,600	5	F. M. A. & N.	1881	103	Michigan—(\$826,000):								
Loan of March 3, 1864.....coupon	245,074,750	5	"	1881	103	.. Two Million Loan bonds, 1863.....	299,000	6	Jan. and July.	1883	....		
Loan of March 3, 1864.....coupon	165,170,650	4	M. J. S. & D.	1891	106	.. War Bounty Loan bonds, 1865.....	370,000	7	May & Nov.	1890	....		
Loan of March 3, 1864.....coupon	84,229,350	4	J. A. J. & O.	1891	106	Minnesota—(\$2,575,000):								
Loan of March 3, 1864.....coupon	898,714,050	4	"	1907	10	.. State Buildings Loan bonds, 1869 & 1873.	2,276,000	7	Jan. & July.	'79-'83	....		
Refunding certificates of Feb. 28, 1879.....	228,730,750	4	"	1907	10	.. * Railroad (1868) Loans.....	439,000	7	June and Dec.	1887	....		
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	"	1907	10	Missouri—(\$19,317,000):								
Debt matured and without interest.....(var.)	55,306,600	4	"	1907	10	.. State Debt Proper, 1865 and 1866.....	2,727,000	6	Jan. & July.	1888	....		
Debt bearing no interest.....(currency)	407,192,983	6	Jan. & July.	'95-'99	....	.. Consolidation bonds, 1868.....	401,000	6	"	1889	107			
Pacific R. R. Bonds (registered).....(currency)	64,623,512	6	Jan. & July.	'95-'99	....	.. State Institutions, etc. bonds, 1872 to '74	1,104,000	6	"	1892	....		
						.. Funding Bonds, 1874.....	1,450,000	6	"	1894	111			
						.. R. newal (Act, March 29, 1875).....	7,796,000	6	"	'95-'97	....		
						.. Railroad Aid (1864-1869) Bonds.....	8,000,000	6	"	'79-'90	107			
						.. Han. & St. Jo. R. R. Loans (& renewals,	549,267	8	"	'87-'96	106			
						Nebraska—(\$549,267):								
						.. State (Act Feb. 7, 1877) bonds.....	180,000	10	Various.	'81-'82	....		
						Nevada—(\$640,000):								
						.. State Bonds, 1871.....	380,000	10	Mar. & Sept.	1887	....		
						.. Territorial bonds, 1877.....	600,000	6	Jan. & July.	'84-'89	....		
						New Hampshire—(\$3,673,550):								
						.. War Loan Bonds, 1864.....	2,208,100	6	"	'92-'95	....		
						.. Municipal Equalization bonds, 1872....	500,000	6	"	'79-'80	....		
						.. State bonds, 1873.....	1,500,900	6	Jan. & July.	'80-'98	....		
						New Jersey—(\$2,076,300):								
						.. War Loan (tax free) bonds, 1861-1863...	595,400	6	"	'97-'92	....		
						.. War Loan (taxable) bonds, 1864.....	7,276,000	6	Jan. & July.	'83-'93	109			
						New York—(\$9,276,000):								
						.. Canal Stock (1872-75) registered.....	2,000,000	6	April & Oct.	1892	....		
						.. Canal Stock (1874) registered.....								
						North Carolina—(\$24,098,845):								
						.. Refunded (Act Feb. 1879) bonds.....	5,378,200	4	"	1909	....		
						.. * Railroad & Improvement (old) bonds.	3,359,000	6	J. A. J. & O.	'79-'98	25			
						.. * Railroad & Improvement (new) bonds	3,588,600	6	"	'71-'98	14			
						.. * Funding (new) bonds.....	11,366,000	6	"	'98-'00	3			
						.. * Special tax bonds.....	4,972,640	6	Jan. & July.	1881	....		
						Ohio—(\$6,472,640):								
						.. Reg. (1860) Loans, pay. after Jan. '81...	2,400,000	6	"	1886	....		
						.. Reg. (1865) Loans, pay. after Jan. '86...	317,491	7	Jan. & July.	'80-'84	....		
						Oregon—(\$317,491):								
						.. War, Bounty and Canal bonds.....	8,000,000	5	Feb. & Aug.	1902	....		
						Pennsylvania—(\$23,268,350):								
						.. Registered bonds, 1877, tax free.....	2,000,000	4	"	1904	....		
						.. Registered (15-25 year) bonds, tax free.	472,000	5	Jan. & July.	1882	....		
						.. Cou. & Reg. (1862) bonds, part 4, gold.	11,472,600	6	Feb. & Aug.	'77-'92	113			
						.. Registered stock (1867) Loan.....	814,350	5	"	'77-'92	113			
						Rhode Island—(\$2,544,000):								
						.. War Loan bonds, 1862 & 1863.....	1,175,000	6	Various.	'82-'83	....		
						.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	....		
						South Carolina—(\$.....):								
						.. * State House Stock (1856-61) gold.....	289,172	6	Jan. & July.	'77-'86	....		
						.. * State House Bonds (1858-54).....	192,000	6	"	'71-'80	....		
						.. * Funding bonds and stock (1866) gold.	238,933	6	"	'87-'97	....		
						.. * Blue Ridge R. R. bonds (1854) gold....	469,000	6	"	'75-'77	....		
						.. * Funding bills receivable (1868) gold....	72,000	6	April & Oct.	1888	....		
						.. * Funded Interest (1868) gold.....	149,000	6	"	1888	....		
						.. * Funded Bank bills (1863) gold.....	242,350	6	Jan. & July.	1888	....		
						.. * Conversion stock and bonds (1869) gold	451,000	6	"	1889	....		
						.. * Land Commission bonds ('69-'79) gold	13,000	6	"	'89-'90	....		
						.. * Fire Loan (1838) bonds, etc.....	481,944	5	J. A. J. & O.	1868	....		
						.. * Fire Loan Stock, 1838, gold.....	181,780	6	"	1888	....		
						.. * Relief (State Treasury) bonds, '869...	7,000	7	Jan. & July.	1889	....		
						.. * Reduction Public Debt stock 1873...	241,257	6	"	1883	....		
						.. * Consolidated bonds, 1873.....	4,023,000	6	"	1893	....		
						.. * Consolidated bonds, 1873.....	149,254	6	"	1898	....		
						.. * Railroad bond endorsements.....	4,797,608	var	Various.	var.	....		
						Tennessee—(\$24,113,300):								
						.. * Funding (new) bonds, 1873, coupon...	4,867,000	6	Jan. & July.	1914	32			
						.. * Funding (new) bonds, 1873, registered.	14,655,000	6	"	'75-'90	....		
						.. * Funding (new) bonds, 1873, registered	292,300	5	"	'75-'90	....		
						Texas—(\$4,939,974):								
						.. Funded (1872) State Debt bonds.....	75,000	6	Various.	1891	....		
						.. Frontier Defense, 1871, (20-40s), gold...	697,000	7	Mar. & Sept.	1911	....		
						.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....		
						.. Funded debt bonds, 1874, (gold).....	1,000,000	7	"	1894	....		
						.. Veteran Pension (1874) bonds.....	1,563,000	10	"	1894	....		
						.. Redemption bonds, 1876, gold.....	1,564,900	6	"	1906	....		
						Vermont—(\$137,000):								
						.. War Loan bonds, 1862.....	137,000	6	June & Dec.	1890	....		
						Virginia—(\$52,072,047):								
						.. Old bonds (frs fundable), registered...	6,139,250	6	Jan. & July.	'86-'95	33			
						.. Old bonds (frs fundable) coupon.....	2,331,250	5	"	1886	....		
						.. Old bonds, not required to be refunded.	18,882,900	5	"	1905	58			
						.. Consol. (coup. receivable for taxes) 1871.	1,641,615	3	"	1906	....		
						.. Consols (act, 1871) registered.....	2,359,500	6	"	1906	....		
						.. Consols (act, 1872).....	928,646	6	"	1906	....		
						.. Interest (sterling) funded (act, 1871)...	212,533	6	"	1906	....		
						.. * Deferred Certificates (W. Va.).....	16,239,370	...	Contingent.	...	8			
						.. * Interest unpaid to Sept. 30, 1878...	4,460,900	...						
						Wisconsin—(\$.....):								
						.. None on market; all in trust funds...								
						West Virginia (See Virginia):								

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of May, were:

ENTERED FOR CONSUMPTION.

	1878.	1879.
Manufactures of wool...	\$319,246	\$410,116
" cotton...	635,125	934,894
" silk	931,848	1,328,515
" flax	512,990	664,101
Miscellaneous dry goods.	175,951	345,814

Total..... \$2,575,160 \$3,682,940

WITHDRAWN FROM WAREHOUSE.

	1878.	1879.
Manufactures of wool...	\$319,343	\$289,262
" cotton...	124,187	128,575
" silk	177,879	243,905
" flax	197,906	175,912
Miscellaneous dry goods.	82,010	186,866

Total..... \$901,324 \$974,020

Add entered for consump 2,575,160 3,682,940

Thrown upon market.... \$3,476,484 \$4,656,960

ENTERED FOR WAREHOUSING.

	1878.	1879.
Manufactures of wool...	\$242,473	\$214,212
" cotton...	92,407	142,771
" silk	148,762	209,717
" flax	148,520	145,725
Miscellaneous dry goods.	113,631	91,837

Total..... \$745,793 \$804,262

Add entered for consump 2,575,160 3,682,940

Total entered at the port. \$3,320,953 \$4,487,202

The imports of foreign dry goods at New York for five months ending with May, were:

ENTERED FOR CONSUMPTION.

	1878.	1879.
Manufactures of wool	\$4,772,552	\$5,458,462
" cotton...	6,476,212	7,152,838
" silk	7,822,608	9,994,894
" flax	4,242,719	4,587,186
Miscellaneous dry goods.	2,561,372	2,783,906

Total..... \$25,875,463 \$29,977,086

WITHDRAWN FROM WAREHOUSE.

	1878.	1879.
Manufactures of wool	\$2,614,121	\$2,415,470
" cotton...	1,520,506	1,287,843
" silk	2,170,432	1,732,217
" flax	1,855,365	1,532,534
Miscellaneous dry goods.	793,754	978,406

Total withdrawn from warehouse..... \$8,954,198 \$7,946,470

Add entered for consump. 25,875,463 29,977,086

Total thrown on the market..... \$34,829,661 \$37,923,556

ENTERED FOR WAREHOUSING.

	1878.	1879.
Manufactures of wool...	\$2,769,883	\$2,426,435
" cotton...	1,256,062	1,277,445
" silk	1,576,516	1,945,815
" flax ...	1,654,400	1,264,117
Miscellaneous dry goods.	920,262	824,221

Total entered warehouse. \$8,177,123 \$7,738,033

Add entered for consump. 25,875,463 29,977,086

Total entered at port \$34,052,586 \$37,715,119

The Richmond (Va.) State says "there is no longer any doubt about the success of the funding of the public debt. The State agency has opened books for the deposit of bonds. They have come in faster than the clerks can enter them. The new bonds are not yet ready for issue, but the agency is giving certificates convertible into bonds as soon as the engraver can deliver the

latter, which will be about the 15th instant. The certificates have already been placed on the market, and are 51½ bid, 52 asked. Five thousand dollars sold, the first issued, at 51½."

MINING.

LEADVILLE.—A Prescott (Arkansas) man who had attempted to better his fortunes in Leadville, writes to the Herald of his native city that the arsenic used in smelting the ore in Leadville has impregnated the air to so fearful an extent that the groans of the dying can be heard in every direction. He adds that after losing seven of his intimate friends who died in great agony that he was compelled to close his store and is now lying at Death's door in Denver.

The discovery of a second or lower layer of ore in the Pendry mine has had its effect in stimulating explorations at a lower depth in other properties. The Pendry's strike was at a depth of 200 feet. Ten other mines in the district are below 100 feet.

The cost of smelting the ore by the custom works now in existence at Leadville, is so great that ore extraction is much reduced efforts being concentrated are developing the mines until the Railway reaches the district and the erection of more smelting works and consequent demand of more ore for working in them enables the miners to get better prices.

FINDLEY (Georgia).—The recent dividend of one per cent on the earnings of this mine for last month, accruing as it does from actual earnings, is highly encouraging to all who recognize the value of low grade ore mining. The capital stock of the company is \$200,000 in shares of \$1 each on which 4 monthly dividends of one per cent each have been paid. The number of stamps at work are 34, the quantity of ore crushed daily is 80 tons at a cost of 30 cents per ton, the yield being \$120 daily, giving an average of \$1 50 per ton and a profit of \$96 daily. The bulk of ore on the property is of very large extent but the mining has not hitherto been conducted on a system of selection of the grades worked. At the recommendation of Mr. Wilson, the well known mining expert, alterations are being made which will give a return of \$4 per ton and proportional increase of profit. The exhibit is interesting as showing what a large return ore above \$10 per ton in value, should yield its owners.

Amongst personal movements we note that Mr. R. M. Wilson U. S. Mining Surveyor has left for California.

Mr. Edward Field, M. E. and owner of the Gilded Edge Tombstone Mine returned on Saturday last to Tombstone having placed his property here in a most satisfactory shape. We understand that work will now be vigorously pushed on the mine and that a mill will soon be sent out. Mr. Field during his stay here made a very favorable impression among our minded men and the influence he created will be of considerable help in developing the district.

SOUTHERN NEVADA.—Mr. Jas. Macready, Supt. of Southern Nevada Mining Co. writes on May 31 that in the North level of the Sunrise Claim he has struck the richest ore found in the mine—drifted 5 feet across and still rich ore in the breast. West Wall very regular with 6 inches of clay, level in 35 feet. I consider this a very important

development as the vein is between a soft Porphyry and Limestone. At shaft No. 1 Breast good. We are hoisting ore all the time.

The Manhattan Silver Mining Company has shipped 12 bars of bullion, 866 lbs., value \$12,071 85.

ARIZONA MINES.—The richness of the Tombstone District continues to be the theme of the local papers.

The Tucson Star states that some of the richest ore that has been produced in the camp has been taken out of the Three Brothers Mine. This property adjoins the Gordon mine and the mineral of both is of the same character. No mills are yet running, but that of the Toughnut is almost ready.

A correspondent of the Mining Record writes: "I have never been in a mining camp where there is so much ore in sight for the amount of work done, and the ore will assay from \$50 to \$300 per ton on an average."

The 40 or 50 stamps likely to be at work during the next six months are miserably inadequate to supply the want of the district for mill power.

New Insurance Law.

The Governor of New York has signed the bill amending the act for the incorporation of life, health, and casualty insurance companies. This bill was drawn by Attorney-General Schoonmaker, and makes important changes in the insurance laws of the State. It denies to life insurance companies the authority to make any insurance other than upon the lives of persons, and authorizes the formation of companies to make any three of the following kinds of insurance: first, upon the health of persons; second, against the injury, disablement, or death of persons resulting from travelling or general accidents by land or water; third, guaranteeing the fidelity of persons holding places of public or private trust; fourth, upon the lives of horses, cattle, and other live stock; fifth, upon plate glass against breakage, and, sixth, upon steam boilers against explosion. A company organized to make insurance upon the lives of cattle, horses, and other live stock can make no other insurance.

The Columbus (Ohio) Journal says that the directors of the Columbus, Jeffersonville and Cincinnati Narrow Gauge Railway Co., have authorized the General Manager to arrange at once to iron the four and one-half miles that is graded between Jeffersonville and Allentown; that is between the crossing of the Dayton and Southeast railway and the Springfield, Jackson and Pomeroy railway. In all ten miles of this road grading are finished, ready for the ties and iron.

The following gentlemen have been appointed to represent Brooklyn in the East River Bridge Board of Trustees: H. W. Stocum, William Marshall, William C. Kingsley, J. S. T. Stranahan, A. W. Humphrey, A. C. Barnes, Benjamin F. Tracy and William Taylor.

It is reported that the Quincy, Missouri and Pacific railroad has been leased to the Wabash railroad for a term of 99 years, and that the leased road will be extended so as to connect with the North Missouri now in course of construction to Omaha.

Lehigh and Wilkesbarre Coal Co.

The special report of Joseph A. Clay, Master, concerning the administration of the Lehigh and Wilkesbarre Coal Company by the Receivers appointed Feb. 12, 1877, by Judge McKennan, of the United States Circuit Court for the Western District of Pennsylvania, has just been issued. It covers the entire period down to April 30, 1879. At the time of the appointment of the Receivers, the company were owners or lessees of upward of 34,000 acres of anthracite coal lands in Luzerne, Carbon, and Schuylkill Counties, Penn., having 37 slopes, 30 shafts, and 29 breakers, of an annual capacity of 4,000,000 tons of coal. A carefully prepared schedule, taken by a committee of bondholders appointed next day at a meeting called by the Receivers, placed the assets at \$28,922,567 30, and the liabilities at \$31,088,042 16. The funded debt amounted to \$15,864,129 08, and the floating debt to upward of \$6,000,000, including \$300,000 to miners for wages, \$200,000 for taxes, and nearly \$1,500,000 to the Central Railroad Company of New Jersey for tolls.

The Receivers made contracts with Charles Parrish and Edward B. Leisenring to work the Wyoming Division and Honeybrook Mines, respectively, and those contracts have been renewed to date. The claim of G. G. Haven & Co., for \$75,734 03, was settled by giving them 80 consolidated bonds of the company, and a like number of bonds of the Central Railroad Company of New Jersey. Property leased by Henderson Gaylord and others to the company in 1871 was, under a decree of the court, given up, together with improvements valued at \$106,990 35 and \$25,013 34 in cash, as an equivalent for arrears of rent, royalty, etc., due the lessors. The claim of the Bank of New York, amounting to \$172,431 34, including interest, was settled in full, \$56,650 of income bonds of the company being taken in part payment, the bank surrendering \$11,500 of past due coupons. To raise part of the necessary money 290 bonds were sold for \$99,247 50.

The Diamond Mine, one of the largest owned by the company, fell in about the middle of February, 1877. The Receivers agreed to assume half of the expense of repairs, and the contractor the other half. So far the Receivers have paid out \$58,575 08, and \$10,000 more will be required to complete the work. The mine was expected to be in working order by June 1.

The Lehigh mines in Carbon County were surrendered to the lessors, the Lehigh Coal and Navigation Company, under the following circumstances: The loss on mining under the lease had amounted to \$700,000, beside which there was rent due to the amount of \$194,206 92 and interest, and the company owed the lessors a further debt, including interest, of \$415,070 89. The lessors allowed as credits against these sums and others in dispute the appraised value of the company's personal property located on the mines, aggregating \$383,093 90; mortgage on Providence Pier, \$130,000; canal boats, at valuation, \$75,800; \$333,000 coal bonds at 50 per cent, \$166,500, leaving a balance due the Receivers of \$31,934 17, for which the Lehigh Coal and Navigation

Company gave its monthly acceptances. The claim of Messrs. Ashley & Co. for \$57,301 14, including interest, for wages of miners was paid in full, \$15,000 of the amount being given in Receivers' certificates and \$15,000 in Plymouth Water Company stock. The claim of E. G. Brown for \$1,065 83 was settled by an account in coal for that amount. The claim of Messrs. Conyngham & Payne for \$85,000, as security for which they held acceptances secured by bonds of the Crystal Spring Water Company for \$80,000 and a Receivers' certificate for \$15,000, was paid, with the exception of about \$13,000, which will soon be adjusted.

In 1877 and 1878 the receipts aggregated \$10,070,061 12, and the disbursements \$9,965,423 37, leaving a balance Jan. 1, 1879, of \$104,637 75. Of this the receipts from the company were \$355,059 37, and the payments on account of the company \$1,001,150 31. The Receivers' receipts were \$9,715,001 75, and the Receivers' payments \$8,964,273 06. The receipts from coal mined in 10½ months in 1877 were \$4,455,436 40, and the expenses of mining \$4,292,049 66, leaving a profit of \$163,385 74. The earnings from other sources were \$47,805 17, and the other expenditures \$47,826 22, leaving an actual surplus of \$163,365 69, which was applied to part payment of interest on the prior mortgages. The deficiency was \$59,665 10, making the total interest accrued to Dec. 31, 1877, \$102,772 25. At that date the assets and liabilities of the Receivers, excluding the business of the company, were: Liabilities, \$1,201,477 29; assets, \$1,141,812 19. The receipts from coal mined in 1878 were \$4,166,720 84, and the expenses of mining \$3,745,938 43, leaving a profit of \$420,782 41. The earnings from other sources were \$123,260 77, and the other expenditures \$78,411 60, making the net profits \$456,631 58; but out of this the Receivers paid the interest on the prior mortgages, including the deficiency of 1877, amounting in all to \$315,542 75. On Dec. 31, 1878, their account stood: Assets, \$807,242 18; liabilities, \$666,153 35; surplus, \$141,088 83.

Holders of \$4,600,000 out of \$5,384,000 of the consolidated bonds of the company owned by individuals have agreed to surrender three years' coupons commencing December, 1876, and to receive instead income bonds payable in 10 years. The Central Railroad Company of New Jersey, which owns \$6,116,000 of similar bonds, agreed to cancel their coupons for the same time, and make their interest secondary to that of the others. It is proposed to issue \$500,000 of five-year bonds secured by unincumbered real estate, the Central Railroad Company having agreed to remove their liens from the property for that purpose, the new bonds to be offered to the creditors of the company on terms in settlement of their claims, and to issue to the Central Railroad Company \$1,510,316 45 income bonds, and a general certificate of indebtedness of about \$3,000,000, with \$900,000 of consolidated bonds as collateral security in satisfaction of the debt to them. It is believed that these measures will result in a considerable reduction of the total amount. The Lehigh Navigation Company have agreed to accept 3 per cent on their loan of \$500,000 for five years from December, 1877, thus saving \$15,000 annually. The owners of three-quarters of the Wadhams second mortgages have agreed to extend the payment of the principal (\$300,000) for five years from its due date, and to accept 3 per cent interest per annum, thus saving about \$9,000 annually. The Larue colliery bonds, amounting to \$150,000, have all been redeemed and

the mortgage canceled. Small mortgages amounting to about \$10,000 have been paid in full. Proceedings for foreclosure have been begun on the Hakes & Hunlock mortgage of \$60,000, and the Petty & Post mortgage of \$78,000, but negotiations are in progress for an extension of time on the principal and a reduction of the rate of interest. The Receivers have sold the Brooklyn property and coal-yard for \$18,000. The retail coal-yards in New York and Jersey City have been given up and the personal property sold. No agreement has been effected with the New York and New Haven Railroad Company in regard to the New Haven pier property. To put it in working condition would require an outlay of \$40,000 or \$50,000. Certain lessors have reduced their annual rentals by \$41,500 and have remitted \$50,000 of arrears. Other negotiations for reductions are pending. The receivers have reduced the floating debt to the nominal sum of \$4,660,827 58. The arrangement with the Central Railroad Company of New Jersey, before mentioned, will leave but \$219,000 outstanding, and the Receivers propose to arrange this sum out of the \$500,000 mortgage bonds already explained.

"This," says Mr. Clay, "will practically put an end to the floating debt, so that it will no longer interfere with the expected resumption by the company of the direct control of its affairs." Mr. Clay goes on to speak in the most eulogistic terms of the forbearance of the company's creditors, the intelligence, probity, and diligence of the Receivers, and the happy concert of action of the Receiver of the Central Railroad Company of New Jersey. He concludes as follows: "There is every reason to believe that within a comparatively short space of time both of these great corporations will be restored to the management of their stockholders; while, if any marked improvement shall hereafter take place in the coal trade, they may in the future look for reasonable profits and continued success."

One Week in Wall Street.

October 7th, 1878, Western Union Telegraph stock sold at the New York Stock Exchange for 96 1-8 per share; October 14th, 1878, it sold at 86 3-4, a fluctuation of 9 3-8 per cent in seven days; 12,500 shares sold on a margin of one per cent required an actual capital of \$12,500. The same stock delivered at 86 3-4 gave a profit of 9 3-8 per cent on the stock or \$937 50 per 100 shares. On the whole 12,500 the actual profit was \$117,187 50 or 9 3-8 times the capital used, in one week. This is a single case taken from the official record of the Stock Exchange, and shows how money is made so rapidly in stocks. Few people, however, have the necessary cash to put up in order to realize such immense profits as these, but capital in any amount from \$10 to \$50,000 can be used with equal success by the new combination system of operation in stocks which Messrs. Lawrence & Co., Bankers, New York, have established. By this method of pooling thousands of orders in various sums and operating them as one immense capital, shareholders realize large profits which are divided *pro rata* monthly. New circular contains two unerring rules for success, and full information, so that any one can operate profitably. Stocks and Bonds wanted. Government Bonds supplied. Apply to Lawrence & Co., Bankers, 57 Exchange Place, N. Y. City.

The Cleveland and Marietta (Ohio) Railroad Company was incorporated on the 3d inst.; the line to run from Marietta through the counties of Washington, Noble, Guernsey, Tuscarawas and Stark, to the city of Canton; capital stock \$4,000,000, divided into 80,000 shares of \$50 each, by Stanley Matthews and others.

According to the Finance Minister's report to the 1879 Legislature, the debt—of all origins—of Brazil at the end of April was 786,116, 837 milreis, against 752,785,798 milreis at the end of December last. Of the former sum the government paper money supplied 189,258,354 milreis, an increase of 8,000,000 since 1878. The bank issues, in addition, amount to 27,654,450 milreis.

The Brier Hill Iron and Coal Co., Youngs town, Ohio, have recently put in two of Rieble Bros. Celebrated Charging Scales to take the place of others of another make and are so much pleased with them that they have ordered two more with Patent Notched Beams and Iron Guards.

Office of L. P. BAYNE & CO.,
54 Broad Street,
Rooms 8 and 9, NEW YORK.

June 10, 1879.

By authority given us by the GREEN MOUNTAIN GOLD MINING COMPANY, OF CALIFORNIA, incorporated under the General Laws of the State of New York, we now offer to the public Twenty Thousand (20,000) shares (par value \$10) of the Stock at \$2 00 per share, payable on delivery of the stock.

Books of subscription to said amount will be opened on the 12th inst., at the Office of the Company, 54 Broad St., N. Y., Room 10, and at the office of Wilcox & Baird, No. 64 Broadway, and will be closed in ten days thereafter, at 3 P. M.

If any excess of subscription is made, the 20,000 shares will be apportioned pro rata amongst the subscribers.

It is proper to say that this mine is under the same management as that of the Plumas National Quartz Mining Company of California, which is a sufficient guarantee of good faith and economical management in all of its departments.

L. P. BAYNE & CO.,
General Agents.

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STOCK AND COTTON BROKERS,

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Buy and sell **STOCKS** in lots of 10 shares and upwards on a margin of one per cent or more. Transactions closed at the market price and settled immediately.

COTTON bought and sold in lots from 20 Bales upwards, commission one point for buying and one point for selling, margin ten points or more. Telegraphic reports from the Cotton Exchange.

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Correspondence solicited, information given cheerfully.

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CORTLANDT ST.—Nearest point for Jersey City and Communipaw Ferries.

PARK PLACE.—Nearest point for Post Office, City Hall and Barclay street ferry to Hoboken.

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The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending May 31, as reported by the several carrying companies, amounted to 593,186 tons, against 205,804 tons in corresponding week last year, an increase of 387,382 tons. The total amount of anthracite mined for the year is 9,327,900 tons, against 5,150,418 for the same period last year, an increase of 4,177,482 tons. The quantity of bituminous coal sent to market for the week amounted to 68,581 tons, against 67,007 tons in corresponding week last year, an increase of 1,574 tons. The total amount of bituminous mined for the year is 1,297,269 tons, against 1,119,268 tons for corresponding period last year, an increase of 178,001 tons. The total tonnage of all kinds of coal for the week is 661,717 tons, against 272,811 tons in corresponding week last year, an increase of 388,906 tons, and the total tonnage for the coal year is 10,625,199 tons, against 6,269,717 tons to same date last year, an increase of 4,355,483 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the fourth week of May was 109,105 tons, of which 82,553 tons were coal, and 26,552 tons coke. The total tonnage for the year thus far has been 2,249,498 tons, of which 1,743,572 tons were coal and 505,886 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ending May 31st were 35,672 tons, and for the year to that date 558,413 tons, an increase of 58,975 tons as compared with the corresponding period of 1878. The shipments to the Baltimore and Ohio Railroad for the week were 17,677 tons, for the year 351,992 tons, an increase of 13,182 tons, as compared with 1878. The shipments to the Pennsylvania Railroad were, for the week, 3,069 tons for the year 65,949 tons, an increase of 31,907 tons as compared with last year. The shipments by the Chesapeake and Ohio Canal for the week were 14,935 tons, and for the season 140,972 tons, an increase of 13,885 tons as compared with last year. The Reading Railroad Company reports a coal shipment for the week ending on Saturday evening last of 164,000 tons, of which 46,000 tons were sent to Port Richmond, and 55,500 tons were shipped thence. The receipts at Perth Amboy for the week ending June 7 were 23,480 tons, and the shipments 37,800 tons, leaving a stock on hand of 123,291 tons.—*Phila. Ledger*, June 9.

The Louisville (Ky.) City Council have passed an ordinance authorizing and ordering the 18,500 shares of stock of the Louisville and Nashville Railroad Company owned by the city to be sold without limit as to price. This stock, at the present valuation, is worth about \$1,128,500. The proceeds of the sale of this stock will be devoted to reducing the city's debt. Hardin County, Ky., and Davidson County, Tenn., have also determined upon a sale of the stock owned by them, which amounts to about 6,500 shares.

The Washington Star says that Maj. J. D. Devane, of Wilmington, N. C., has been appointed by the United States Circuit Court, now in session at Raleigh, a commissioner to sell the Wilmington, Columbia and Augusta railroad, under a decree of foreclosure.

Surveyors of the Wilmington and Northern railroad are at work, laying out a branch from Springfield to French Creek Mines, with a view of running a road to reach the numerous ore mines between Springfield and the latter point.

Charles H. Foster has been appointed to succeed William M. Larrabee as Secretary and Treasurer of the Chicago and Alton Railroad Company.

Work has begun upon the extension of the Jersey City and Albany Railroad, from New City to Haverstraw. The managers expect to have the road open for public travel by Aug. 1. Charles Seidler is President of the company.

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REFERENCES:

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February 1, 1877, he writes further: "This piece of Kerite wire unprotected by any covering, was in use in the tunnel under the river in Chicago, from September, 1869, until December, 1876, and shows no signs of decay or deterioration in its insulating qualities."

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